

BUSES



**RHONDDA STAGECOACH TAKES ALL
SANDERS IT'S BIGGER THAN YOU THINK!
TRIDENT HOME AND AWAY,
THE NAME'S THE SAME!**



PMP TRANSPORT VIDEOS

A SELECTION OF BUSES FROM HOME

AND OVERSEAS £16 EACH OR

TWO ON ONE TAPE FOR £12 EACH.

SENT POST-FREE WORLDWIDE CREDIT

CARDS WELCOME

"Watch out for Spring coverage of Buses in Malta and Cyprus"

604. Asian Truck scene. Trucks, Lorries. Dec 97/Jan 98 (Dig). A superb collection of vehicles seen in Hong Kong, Myanmar (Burma) and Vietnam. Some ancient vehicles dating back to the second world war whilst southern Vietnam features many vehicles from the American war there. 60 minutes by Dave Spencer.
603. Myanmar (Burma). Buses January 1998 (Dig). The elderly allied trucks which were left after the war still provide the backbone of services in Yangon (Rangoon) and Mandalay, also a multitude of ex Japanese and Korean buses themselves over many years old. Mainly Right Hand Drive as UK.
602. Vietnam, Buses January 1988 (Dig). Some very interesting buses seen around Ho Chi Minh City (Saigon) includes ancient French stock plus some scenes of this seldom visited land.
601. Hong Kong, China Buses December 1997 (Dig). The second volume dedicated to buses in Hong Kong take us to Kowloon and the KMB fleet featuring clear scenes at the Star Ferry terminal passing around Kowloon to include Nathan Rd and concluding at Kowloon Tong rail station. 60 minutes by Dave Spencer.
600. Asian Adventure. Scenics some transport Dec 97 Jan 98 (Dig). For those who want a good idea of Vietnam and Myanmar (Burma) this programme is a superb introduction, most of the scenics and social life do not appear in the transport dedicated programmes.
599. Hong Kong, China Buses December 1997 (Dig). CMB and Citybus on Hong Kong Island. 60 minutes by Dave Spencer, not a lot different even under Chinese control, all those super 3 axle British buses
598. Hong Kong, China Light Rail/ Buses December 1997 (Dig). Light Rail on the New Territories area expanded and with new cars since our previous visit also some bus scenes including KCR buses. Last 60 minutes by Dave Spencer.
597. Hong Kong, China Trams December 1997 (Dig). 60 minutes by Dave Spencer continues coverage on Hong Kong Island north of Central and includes Happy Valley branch loop.
596. Hong Kong, China Trams December 1997 (Dig). 60 minutes south of Central includes some buses and social scenes by Dave Spencer
595. Co. Durham, UK Buses December 1997 (Dig). 60 minutes shot by Dave Spencer with scenes at Consett, Stanley, Chester Le Street, Durham and Darlington. Wear buses on loan to Northern at Stanley.
594. Yorkshire, UK Buses Nov/Dec 1997 (Dig). 60 minutes filmed by Dave Spencer with scenes at Wakefield, Dewsbury, Huddersfield and Halifax. First time video for PMP at Wakefield.
593. Lancashire, UK Buses Nov/Dec 1997 (Dig). 60 minutes by Dave Spencer starts at Blackburn then Rawtenstall. On to Blackpool buses only. New locations to PMP then at Chorley bus station and Leyland for Fishwicks.
592. West Midlands, UK Buses November 1997 (Dig). 60 minutes by Dave Spencer in bright sunshine, very much a 'spotters' programme with 45 minutes at Wolverhampton bus station lingering shots and then West Bromwich 15 minutes.

PMP, 17 BIRCHWOOD DRIVE, LOWER PEOVER, CHESHIRE WA16 9QJ. Tel: 01565 722045
E-Mail pmp@wavenet.co.uk
Home Page <http://www.wavenet.co.uk/users/pmp/daves.htm>



Rotherham Model World

22 WELLGATE, ROTHERHAM

S60 2LR

PHONE: 01709 720072

FAX: 01709 510010

24hr Ansaphone Orderline: 01709 510010



CORGI GOLD



STAR

STOCKIST

OPENING HOURS

MONDAY	09.30 - 17.00
TUESDAY	09.30 - 17.00
WEDNESDAY	09.30 - 17.00

Specialists in Bus and Truck Models • Kits • Books etc

All prices include p&p unless otherwise stated (UK only - Overseas at cost). Please make cheques/postal orders payable to 'ROTHERHAM MODEL WORLD', No monies banked until goods are in stock.

CORGI CLASSICS JANUARY - MARCH 1998

CORGI CLASSICS JAN - MAR 1998

ORIGINAL OMNIBUS CO.

BLACKPOOL
Burlingham Seagull Coach - Seagull Coaches (March) £11.50

LONDON SCENE
Leyland LYNX Mk I - London Utd (Jan) £12.50
Van Hool Alizee - Clarks of London (Jan) £12.50
Dennis Dart - Orpington Buses (Feb) £12.50

NATIONAL EXPRESS
Van Hool Alizee - Eurolines (Feb) £12.50
Plaxton Premiere - Express Shuttle (Poseable Wheels) (Mar) £13.50

GO-AHEAD GROUP
Dennis Dart - VFM (Jan) £12.50
Plaxton Premiere - Oxford Citylink (Poseable Wheels) (Feb) £13.50

STAGECOACH GROUP
Leyland Lynx MkII - Stagecoach Transit (Feb) £12.50
Plaxton Beaver - Stagecoach Manchester (Mar) £11.50

FIRST BUS
Leyland Lynx Mk1 - Beeline (Mar) £12.50

FOCUS ON WALES
Burlingham Seagull Coach - Neath & Cardiff (Mar) £11.50

CELTIC COLLECTION
Bedford OB & Quarterlights - Loch Tay Trundler (Jan) £11.50
Optare Delta - Edinburgh Transport (Jan) £12.50
AEC Breakdown Lorry - MacBraynes (Mar) £11.50

SPECIALS
Van Hool Alizee with air conditioning pack - Shearings 500th (Jan) £12.50

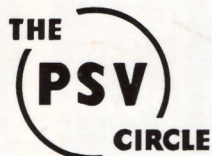
EFE RELEASES JANUARY - MARCH 1998

JANUARY
Alexander Y Type - West Riding £11.50
Bristol LS - Eastern National £11.50
Daimler CVG6 - Lancashire Utd £11.50
Daimler Fleetline/Alexander - Bradford £11.50
AEC RF - LT Red (Route 210) £11.50
Leyland RTL De-Luxe - Stevensons £11.50
Bedford TK Box & Trailer - BR Parcels £11.50

FEBRUARY
Alexander Y Type - Lothian £11.50
Bristol VRT 3 - Hedingham & District £11.50
BET Style Bus - North Western RCC £11.50
Daimler Fleetline - London Transport DMO Class £11.50
Leyland PD2 Highbridge - Newcastle £11.50
Dennis Dart/Plaxton Pointer - Maidstone & District £11.50
Leyland Atlantean De-Luxe - Stevensons £11.50
Bedford TK Luton - Pickfords £11.50

MARCH
Bristol FLF - Hants & Dorset £11.50
AEC RF - B.E.A. Executive £11.50
BET Style Bus - Highland £11.50
Leyland National - Western National £11.50
Harrington Cavalier - Charles Cars £11.50
Bedford OB De-Luxe - Wilts & Dorset £11.50
Leyland Atlantean/MCW - Manchester City £11.50
Ergo 4 Axle Box Van - Guinness £11.50

LARGEST NATIONWIDE ENTHUSIASTS SOCIETY



9 Geographical area monthly news sheets are published

Plus a monthly editorial

Plus a Bi monthly overseas journal and a

Bi Monthly preserved and ex PSV journal

With a minibus supplement issued every Quarter.

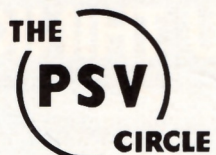
A range of new publications are produced every month with a discount for members.

Social meetings are held at 8 various venues on a monthly basis and the Circles library service is available for research purposes.

For more information and a sample news sheet, send a large stamped addressed envelope to:-

PSV CIRCLE (B3), 10 May Close, Chessington, Surrey KT9 2AP

E-mail address: psv.circle@zoo.co.uk



CHRIS BRIERLEY MODELS

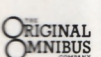
53 York Street, Heywood, Nr. Rochdale OL10 4NR.

TEL: 01706 365812 Fax: 01706 627811

This month, all prices incl. P&P UK only. Overseas at cost.



THE CORGI HERITAGE CENTRE



ORIGINAL OMNIBUS CO 1997 RELEASES JULY TO DECEMBER

Cat No.	Available	Price
THE GO AHEAD GROUP		
42705 Van Hool Alizee, OK Travel	July	£11.50
42901 Optare Delta, Gateshead Supershuttle	Aug	£11.50
43001 Leyland Olympian, Wear Buses	Oct	£11.50
43102 Leyland Lynx Mk1, Wycombe Bus	Nov	£11.50

FIRSTBUS

40104 Weyman Trolleybus, Bradford Corporation	Aug	£10.95
42905 Optare Delta, P.M.T.	Sept	£11.50

STAGECOACH

41801 Leyland Breakdown, Ribble	Sept	£11.95
40308 Burlingham Seagull Coach, Ribble	Oct	£11.95

THE ORIGINAL OMNIBUS COMPANY

43204 3 Axle Leyland Olympian, Citybus (Handover)	SOLD OUT
43205 3 Axle Leyland Olympian, Citybus (Standard)	SOLD OUT
43202 3 Axle Leyland Olympian, Kowloon Canton Railway	SOLD OUT
42803 Dennis Dart, Citybus (Standard)	SOLD OUT
43206 3 Axle Leyland Olympian, China Motor Bus Co	SOLD OUT
42707 Van Hool Alizee, Citybus (Standard)	SOLD OUT
43201 KMBC	SOLD OUT

COWIE GROUP

42906 Optare Delta, Grosville	October	£11.50
42804 Dennis Dart, Stevensons of Uttoxeter	Oct	£11.50
43006 Leyland Olympian, North Western Bee Line	Dec	£11.50

INDEPENDENT OPERATORS

40306 Burlingham Seagull Coach, Happiway Tours Ltd	July	£10.95
42805 Dennis Dart, Plymouth Citybus	Aug	£11.50
42201 Guy Tower Wagon, Birmingham City Transport	Aug	£10.95
43104 Leyland Lynx Mk11, Nottingham City Transport	Sept	£11.50
42706 Van Hool Alizee, Bakers Dolphin	Sept	£11.50
42505 Bedford OB Coach with Quarter-lights, Malta	Nov	£10.95

SPECIALS

42709 Van Hool Alizee, Eavesway Travel (Football Decals)	July	£11.50
40205 Leyland Leopard, Ballykissangel (Special Packaging)	Aug	£10.95
43105 Leyland Lynx Mk1, Yorkshire Traction MacDonald's (All Over Advertising)	Oct	£11.50

HEATHROW

42807 Dennis Dart, The Bee Line	July	£11.50
42711 Van Hool Alizee, Speedlink	Aug	£11.50
42710 Van Hool Alizee, Railair	Sept	£11.50
42806 Dennis Dart, London Bus Lines	Oct	£11.50

BLACKPOOL TRAMS

43502 Wartime	£17.99
43505 (1960's) 2nd issue	£15.99

ORIGINAL OMNIBUS CO 1998 RELEASES JANUARY TO MARCH

Cat No.	Available	Price
---------	-----------	-------

BLACKPOOL

40309 Burlingham Seagull Coach - Seagull Coaches	Mar	£11.50
--	-----	--------

LONDON SCENE

43106 Leyland Lynx Mk1 - London United	Jan	£12.50
42713 Van Hool Alizee - Clarks of London	Jan	£12.50
42810 Dennis Dart - Orpington Buses	Feb	£12.50

NATIONAL EXPRESS

42714 Van Hool Alizee - Eurolines	Feb	£12.50
43302 Plaxton Premiere - Express Shuttle (Poseable Wheels)	Mar	£13.50

GO-AHEAD GROUP

42809 Dennis Dart - VFM	Jan	£12.50
43301 Plaxton Premiere - Oxford City Link (Poseable Wheels)	Feb	£13.50

STAGECOACH GROUP

43107 Leyland Lynx Mk11 - Stagecoach Transit	Feb	£12.50
43402 Plaxton Beaver - Stagecoach Manchester	Mar	£11.50

FIRSTBUS

41801 Leyland Lynx Mk1 Beeline	Mar	£12.50
--------------------------------	-----	--------

FOCUS ON WALES

40307 Burlingham Seagull Coach - N&C	Mar	£11.50
--------------------------------------	-----	--------

CELTIC COLLECTION

42506 Bedford OB & Quarterlights - Loch Tay Trundler	Jan	£11.50
42907 Optare Delta - Edinburgh Transport	Jan	£12.50
41501 Aec Breakdown Lorry - MacBraynes	Feb	£11.50

SPECIALS

42715 Van Hool Alizee with Aircon - Shearings 500th	Mar	£12.50
---	-----	--------

Credit card orders welcome or please make cheques payable to:

CHRIS BRIERLEY MODELS

Opening hours: MONDAY: 09.00-17.30, TUESDAY CLOSED, WEDNESDAY: 09.00-17.30, THURSDAY: 0.900-17.30

FRIDAY: 09.00-17.30, SATURDAY: 09.00-17.30

Kindly mention BUSES when replying to this advertisement





THE ORIGINAL
OMNIBUS
CONTACT

MODEL BUSES



NEW Plaxton Castings for 1998: Premier and Beaver 2, Midi-bus

January 1998

Leyland Lynx Mk1, London United	£12.50
Van Hool Alizee, Clarkes of London	£12.50
Dennis Dart, VFM South Tyneside	£12.50
Bedford OB, Loch Tay Trundler	£11.50
Optare Delta, Edinburgh Transport	£12.50

February 1998

Dennis Dart, Orpington Buses	£12.50
Van Hool Alizee, Eurolines	£12.50
Plaxton Premiere, Oxford City	£13.50
Lynx Mk11, Stagecoach Transit	£12.50
AEC Breakdown Lorry, MacBraynes	£11.50

March 1998

Burlingham Seagull, Seagull Coaches	£11.50
Plaxton Premiere, Express Shuttle	£13.50
Plaxton Beaver, Stagecoach Manchester	£11.50
Leyland Lynx Mk1, Beeline	£12.50
Burlingham Seagull, Neath & Cardiff	£11.50
The 500th Van Hool Alizee for Shearing	£12.50

CORGI® CLASSICS

CONNOISSEUR COLLECTION

Scammell Highwayman Crane, Southdown	£24.00
Bedford VAL, Smiths Tours (Shearings)	£26.00
RouteMASTER, London RM1818	£28.00
RouteMASTER, Stagecoach	£28.00

OOC Catalogue January-March	0.75
Corgi Catalogue January-July	£2.50

January 1998

Alexander Y, West Riding	£11.50
Bristol LS, Eastern National	£11.50
Daimler CVG6, Lancashire United	£11.50
BET Willowbrook, Maidstone & District	£11.50
Alexander Fleetline, Bradford	£11.50
RF, London Transport (Route No.210)	£11.50
RTL, Stevensons (DL)	£11.50
Bedford TK Box & Trailer, BR Parcels	£11.50

February 1998

Alexander Y, Lothian	£11.50
Bristol VR3, Heddingham	£11.50
BET, North Western	£11.50
Alex. Fleetline, London Transport DMO	£11.50
PD High Bridge, Newcastle	£11.50
Pointer, Maidstone & District	£11.50
TK Luton, Pickfords (Different version)	£11.50
Atlantean, Stevensons DL	£11.50

March 1998

Bristol FLF, Hants & Dorset	£11.50
RF, BEA Executive	£11.50
BET single deck bus, Highland	£11.50
Leyland National, W. National	£11.50
Harrington Cavalier, Charles Coaches	£11.50
Bedford OB, Wilts & Dorset	£11.50
Metrocam, Atlantean, Manchester City	£11.50
Ergo 4 axle box van, Guinness	£11.50

LIMITED AVAILABILITY MODELS (Contact for availability)

Corgi 1:50 Scale Models

AEC Duple Carney	£16.00
AEC Duple E. Counties	£16.00
AEC Duple Finglands	£16.00
AEC Duple, Hanson	£16.00
AEC Duple, Stanley field	£12.00
AEC Duple, Wye Valley	£12.00
Atlantean, Hull	£25.00
Atlantean, Maidstone & District	£24.95
Atlantean Open Top, Devon General	£19.95
Barton Set	£28.00
Bedford & LR, Shell	£35.00
Bedford VAL, Magical Mystery Tour	£20.95
Bedford VAL, SELNEC	£20.95
Bristol K, Bristol	£15.50
Bristol K, Cardiff	£24.00
Bristol K Utility, London	£13.50
Closed Tram, Leeds	£12.50
Daimler CW, Derby	£20.00
Daimler CW, Douglas	£20.00
Daimler CW, Greenline	£16.00
Daimler CW, W Bromwich	£20.00
Daimler Duple, Blue Bus	£9.95
Daimler Duple, Scout	£11.00
Daimler Duple, Swan	£20.00
Fleetline, Manchester	£25.00
Fleetline, Rochdale	£25.00
Ford Cortina, London Transport	£7.00
Fully closed tram, Dundee	£12.50
Guy Arab, Bournemouth	£15.00
Guy Arab, Coventry	£15.00
Guy Arab, Northern	£15.00
Guy Arab, Paisley	£15.00
Guy Arab, Southampton	£15.00
Guy Arab, Swindon	£22.00
Guy Arab, Walsall	£15.00

Guy Utility, London Wartime	£14.95
Leyland Duple, Barton	£16.00
Leyland Duple, Delaine	£16.00
Leyland Tiger, Edinburgh	£17.50
Leyland Tiger, Manchester	£17.50
OB, Grey Green	£13.00
OB, Seagull	£13.00
OB, Tittfield Thunderbolt	£13.00
OB Corkills set	£25.00
Open Tram, Leicester	£12.50
Open Tram, W. Hartlepool	£12.50
Open Tram, Wallasey	£12.50
RouteMASTER, London RM254	£24.50
RouteMASTER, Shillibeer	£24.50
RouteMASTER, RM 664 London	£20.00
RouteMASTER, open top London	£24.50
Scammell Crane, Southdown	£24.00
Seagull, Banfield	£15.00
Seagull, Colluseum	£16.00
Seagull, Don Everall	£15.00
Seagull, West Coast	£13.00
Single deck tram, Blackpool	£12.50
Thornycroft vintage bus, Norfolk	£10.95
Thornycroft vintage bus, S. Wales	£16.00
Thornycroft vintage bus, Tilling	£16.00
Thornycroft vintage bus, Yellowways	£10.95
Trolleybus, Ashton-u-Lyme	£25.00
Trolleybus, Derby	£25.00
Trolleybus, Ipswich	£25.00
Trolleybus, Newcastle	£25.00
Trolleybus, Nottingham	£20.00
Trolleybus, Reading	£25.00
Weyman, Dundee	£15.00
Weyman, Leicester	£15.00
Whittles set	£30.00
York Bros set	£19.95



TRANSMAC



Dept B, 10 Stone Brig Lane, Rothwell, Leeds LS26 OUE. Tel/Fax: 0113 282 5349

Dates are manufacturers plan. Models will be dispatched as soon as stock arrives. Prices include postage, Air Mail at cost.



The following are now available from LOTS:

- **London Bus Magazine** - features in issue number 102 include the London Bus Review 1996, a photographic feature on University Bus, further photographs relating to fleet number 100, a postscript to Bexleybus as well as the usual 'Around and About' update and the latest on LT tendering news.
Order your copy now, £4.30 (£3.30 to members)
- **SUP40A - London Bus Disposals - The Titans**
The first in a new series which lists the disposal of modern London bus classes with full details including their current status - 56 pages, with illustrations - £4.00 (£3.00 to members)
- **TLB Extra 1965** - TLB style Vehicle News for the year, 56 pages, with illustrations - £3.50 (£2.50 to members)
Both are the popular A5 size

LOTS - for the enthusiast who requires

- the **QUICKEST** and most up-to-date information
- for the whole of the London area and the immediate home counties
- all contained in **ONE** packed A5 illustrated Newsletter
- excellent value for money

Why not join now!

For more details of the benefits of membership, or our latest sales list, please send a large stamp addressed envelope to:

Membership Secretary
London Omnibus Traction Society,
Unit 8, Battersea Business Centre,
103-109 Lavender Hill, London, SW11 5QF

THE INTERNATIONAL LIGHT RAIL MAGAZINE TRAMWAYS & URBAN TRANSIT

KEEPING YOU POSTED ON ALL THE IMPORTANT ISSUES

In the April 1998 edition:

- **Midland Metro - The first tram arrives**
- All the very latest world and UK news
- **Word from Westminster**
- Oslo: Norway shows the way with light rail
- **Ticket collection: New technology explained**
- Track: Manufacture and maintenance issues

PLUS

**OUR NEW SPECIAL
EIGHT-PAGE
BUSINESS SECTION**

On sale Thursday 26 March Price 2.40

A year's subscription is outstanding value — just £28.80 UK, Overseas prices upon application. Contact: Ian Allan Subscriptions, River Dene Estate, Molesey Road, Hersham, Surrey KT12 4RG. Tel 01932 266622.

Streamline, Bath, was one of the quieter takeovers of 1997. The operator, developed from a local taxi operator, commencing local bus operation at deregulation, was taken into the FirstBus group in July last year. At the time of the takeover, Streamline's fleet stood at 20, including three full-size saloons.

Following the acquisition of the the two main competitors in the Portsmouth and Fareham areas by FirstBus in 1996, rationalisation has resulted in redundant minibuses passing to other group members in need of modern vehicles; Marshall-bodied Iveco 49.12 J143 KPX is part of a programme to renew Streamline's fleet.

T. S. POWELL



*Buses is published
on the third Thursday
of the month preceding
cover date by:*

Ian Allan Publishing
Coombelands House
Addlestone, Weybridge
Surrey KT15 1HY
Tel: 01932 855909
Fax: 01932 854750

Registered office:
Terminal House, Shepperton
Middlesex TW17 8AS

SUBSCRIPTIONS AND BACK NUMBERS FROM

Ian Allan Subscriptions
River Dene Estate,
Molesey Road,
Hersham,
Surrey KT12 4RG.
Tel (business hours): 01932 266622,
Fax/out-of-hours answerphone:
01932 266633.

ANNUAL SUBSCRIPTIONS

Home £31.20;
Europe/Eire: £43;
rest of the world (economy): £45;
1st Class Airmail £54.

TWO-YEAR SUBSCRIPTIONS

Home £62.40;
Europe/Eire: £86;
rest of the world (economy): £90;
1st Class Airmail £108.

BACK NUMBERS

Ian Allan Subscriptions can supply back issues for the past year, subject to availability. Each copy costs cover price plus 70p p&p.
Please check before ordering.

TRADE DISTRIBUTION

IPC Marketforce
Independent Publisher Group
King's Reach Tower
Stamford Street
London SE1 9LS

ISSN 0007-6329

EDITORIAL CONTRIBUTIONS

We are pleased to consider articles and photographs (black & white prints or colour transparencies only, please) for possible publication in *Buses*. Material accepted will be retained and paid for at our standard rates on publication. Items which cannot be used will be returned if accompanied by a stamped, addressed envelope. Photographs should be clearly marked on the reverse (or on the transparency mounts) with your name, address and subject details.

Such material is provided at the contributor's own risk; we regret that Ian Allan Ltd cannot be held responsible for loss or damage howsoever caused.

We are also very grateful to receive news items; those for Fleet News should be sent direct to the relevant author at the addresses shown in those sections, and items of more general news should be sent to the editor.

Printed by Ian Allan Printing
Tel: 01932 855909
fax: 01932 845114

© Ian Allan Ltd 1998

All rights reserved. No part of this magazine may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or by any information or retrieval system, without prior permission in writing from the copyright owners.

Multiple copying of the contents of this magazine without written approval is

Despite the badge on the front, Rhonddda 78 (M78 HHB) in Caerphilly busways livery, is actually a Volvo B6 with Plaxton body. It is seen at Senghenydd terminus.

DAVID BEILBY

REGULARS

NEWS 6

Including coverage of the spread of the Arriva identity

ON THE MAP 11

Barry Doe's monthly column on maps

SERVICE EXTRA 11

The second in Julian Osborne's new series

IN LONDON 12

John Aldridge's monthly update of news and views from the Capital

MILLARS TALES 14

Alan Millar's strange tales of the bus world

FENTON FILE 19

Can a Bedford/Plaxton be rare enough for Mike Fenton?

PICTUREVIEW 32

Open toppers in Bath

PRESERVATION 36

Philip Lamb looks at the Oxford Bus Museum

FEATURES

BRITANNIA'S TRIDENT 16

Stephen Morris examines the new Dennis Trident for the UK

ALL CHANGE FOR THE RHONDDA 20

David Beilby looks back at this unusual Welsh operator

VOITH - MORE THAN JUST A GEARBOX 24

Voith is well-known for bus gearboxes, but Stephen Morris finds out more

BUSES PROFILE - SANDERS OF HOLT 28

Sanders is now one of Norfolk's biggest operators; Geoff Mills reports

FLEET NEWS

ENGLAND AND WALES 40

John G. Lidstone

SCOTLAND 50

Sandy Macdonald

IRELAND 54

G. Irvine Millar and John A. Doherty



PAGE 9

Arriva serving the Midlands PHILIP LAMB



PAGE 20

Darting through the Rhondda DAVID BEILBY



PAGE 36

AEC Reliance from Oxford Bus Museum PHILIP LAMB

Another threat to preserved buses from officialdom has come from the Government, this time not under the auspices of Europe, but in the wake of trying to make buses accessible to all. Probably privately-owned preserved buses not used for hire and reward will not be affected, but commercial operation of buses not accessible to wheelchair users is set to end within the next 20 years or so.

More specifically all single-deck buses will have to be accessible by 2015 and double-deckers two years later, should the proposals now being considered become law. By and large the proposals look fairly reasonable; you don't even have to have low-floor buses to comply, so long as you have wheelchair ramps and a good chunk of flat floor. Low-floor buses certainly have a place, but then it is arguable that something like a Stagecoach Volvo B10M service bus is better for longer runs, with a completely flat floor once you've negotiated the entrance steps, and it gives you ability to see over the hedge. It will certainly mean the end of Routemaster operation in London, but then it is questionable as to how many Routemasters will be serviceable by then; they will be around 50 years old, the equivalent of a B-type when the Routemasters were new! However commercial operation of 'heritage' buses will be limited to only 10 days a year, which means that most operators will give up any thoughts of keeping preserved buses; there's no chance of them paying their way under such circumstances. Maybe wheelchair users can't use them — although many are likely to be worked with a crew who could actually help a wheelchair user aboard, and they tend to be used on services where strict timekeeping is not essential. However if these regulations come in as proposed, none of us will be able to travel on such buses, which would seem like a triumph of political correctness over common sense.

What may also be a problem is the availability of suitable buses for school contracts; in many cases older double-deckers, written down in the books, are the only suitable vehicles for schools, and when they're being used for only two journeys a day, 40 weeks a year, they're likely to be able to go on and on. How many operators will want to keep low-floor double-deckers just for schools?

STEPHEN MORRIS

THE MONTH'S CURRENT ISSUES

around the industry

DISABILITY DISCRIMINATION PROPOSALS

The Department of Environment, Transport & the Regions (DETR) has issued a consultation paper outlining its proposals for meeting Section 40 of the Disability Discrimination Act 1995.

Section 40 of the Act gives the Government powers to make PSV accessibility regulations. The Government maintains it is committed to 'civil rights for disabled people' and considers accessibility to public transport to be central to this aim. The proposals cover both buses and coaches used on scheduled services, though the consultation process will also consider whether they should apply to excursions & tours and private hire work.

The proposals require all psvs over 7.5 tonnes to be accessible to at least one wheelchair user per journey without requiring them to get out of the chair, though perhaps surprisingly they do not require low-floor buses. There is recognition of the fact that low-floor buses are not universally suitable, though where higher-floor vehicles are used a wheelchair lift will be needed. Moreover the first step must not exceed 250mm on buses, with other steps being not less than 120mm and not more than 200mm.

On all vehicles 35% of the floor area must be step free (though only on the lower deck of double-deckers) and with the exception of an area not exceeding 1m from the doorways the maximum gradient on the floor in this area will be 3° (5%). Buses will need four priority seats, with at least one reached with a continuous handrail from the entrance — which would seem likely to create some conflict with the need to make the vehicle wheelchair accessible.

The consultation paper allows consideration of whether portable ramps will be acceptable, rather than simply ramps fitted to the vehicle. Coaches would require fewer handrails than buses and it is considered that wheelchair access to the toilet is impractical. However schedules would have to be adjusted to allow suitable toilet stops. On buses handrails would have to be fitted every 1,050mm, with straps or loops on roof handrails in areas where this could not be met by vertical handpoles.

The timescale proposed for compliance differs for different types of vehicles; all new single-deck buses over 7.5 tonnes would have to comply from 1 January 2000; double-deckers would have to be generally accessible from the same date, but wheelchair accessible from 2002, to allow time for low-floor designs to prove themselves. Production low-floor double-deckers will not become generally available until next year. Coaches have until 1 January 2005. Existing vehicles would be able to remain in use until 15 years after those dates, after which all buses and coaches would have to comply.

One area which is likely to be contentious is that in general 'heritage' buses could only be used for open days and other heritage services on 10 days a year, unless the operator could prove that alternative facilities were available for wheelchair users.

Copies of the consultation document are available from The Department of Environment, Transport & the Regions, Mobility Unit, Zone 1/11, Great Minster House, 76 Marsham Street, London SW1P 4DR, fax 0171 271 5253, Email mu.dot@gtinet.gov.uk. It includes a response form which needs to be returned by 17 April.

WELLGLADE'S TRIO

Wellglade, which owns Trent and Barton, has added a third operator to its portfolio, having acquired the remaining operations of Kinch Bus. Gilbert Kinch, who made a name for himself with award-winning luxury coaches in the 1980s and then developed a high-quality bus service in the East Midlands after deregulation, has decided to retire.

He had already sold his Nottingham operations to Nottingham City Transport in 1996, but continued operations from his base at Barrow on Soar, near Loughborough. He built up a fleet of 57 buses, many of them bought new, in the Loughborough area. The fleet includes five Dennis Dart SLFs, six ordinary Darts, two double-glazed Optare Excels, six Mercedes Varios and some slightly older Mercedes minibuses. There is also a

contract fleet comprising Leyland Atlanteans, Titans, Nationals and Leopards.

Thus Wellglade returns to Loughborough, having previously sold its Trent operations there to Leicester CityBus which ran there as Trippit. Kinch's Loughborough town service are run with recent vehicles under a quality partnership initiative.

Kinch Bus will continue as a separate Wellglade subsidiary, and there is no intention to absorb it into Trent or Barton. The livery, fleet, 73 staff and services will be retained by the new owner, which is leasing the Barrow-on-Soar premises from the Kinch family. Brian King, Wellglade managing director, said that the acquisition strengthens Wellglade's position in Leicestershire. 'It bolts on neatly both geographically and in terms of service quality', he said.

EAST LANC'S BUILDS OPEN TOPPERS

East Lancs is currently building six open-top double-deckers for Guide Friday to use in Paris. They are based on 12m Volvo B10M chassis, giving a seating capacity of 55 upstairs and 41 downstairs. They will be dual-door and, to meet French regulations, will have twin staircases. The first were expected to be finished by March.

East Lancs now has a full order book for the whole of 1998 and is taking orders for 1999 delivery, including low-floor double-deckers for London. It will soon be starting work on its first two-axle Dennis Trident, a prototype, which will be bodied using the Alusuisse bolted aluminium system already used on its current low-floor single-deck range. East Lancs also has orders for 20 Tridents for Hong Kong.

STAGECOACH'S POLICY PROPOSALS

Stagecoach has launched a policy initiative as its contribution to the discussions on the Government's proposed White Paper on integrated transport policy.

The group suggests that every operator running a service every 30 min or more frequently would need a Local Bus Service Licence for which it would have to put up a bond of £50,000. It would have to run buses not older than 15 years, publish proper timetables that were made widely available, and produce monthly performance statistics showing how it had operated the service.

The Traffic Commissioners could use part of this money if necessary to step in and fund another operator to run the service if the first one failed or did not meet standards. Timetables would only be allowed to be changed on prescribed dates, probably six a year but perhaps 12. Drivers would after a phasing-in period

have to also hold an SVQ or an NVQ and there would have to be all-operator season tickets for each area.

Minibuses would have a shorter life, and there would be a special 'heritage' provision for vehicles such as Routemasters over 30 years old. Stagecoach also wants a standard DiPTAC specification accepted by all county councils.

The system would apply to London as well as elsewhere, and executive chairman Brian Souter says the group believes it would be a simple, non-bureaucratic way of raising the standard of bus services in Britain. He accepts that not all Stagecoach companies could at present meet all the proposed requirements. But he says it is important that the UK manufacturing industry is not undermined by a period of uncertainty to which some other White Paper proposals might lead.

FIRE AT NOSTALGIABUS

Nostalgibus of Mitcham suffered an arson attack during the first week of the new year. Routemaster RM1183 was destroyed in the attack — ironically just following repairs after a low-bridge incident less than a month earlier. RM1571, which had just been repainted, was also damaged in the attack. Nostalgibus had recently moved to a new yard in Carshariton Road, Mitcham, which had been considered more secure than its previous premises in the same area.



Nostalgibus RM1571 receives attention after being damaged by fire. GORDON ALLIS.

LOW-FLOOR AT PEBBLE MILL

A significant moment in the development of the British bus passed on 4 February with the launch at Pebble Mill in Birmingham of Britain's first low-floor double-decker of the current generation. Following press and media attention, the vehicle, R1 NEG, an Optare Spectra of Travel West Midlands went into revenue service making one return journey on route 62 to Rednal. The first 500 passengers will all receive a scratchcard

offering the chance of winning a weekend for two in Paris.

National Express Group's second low-floor Spectra was expected to enter service the following week with the Travel Dundee subsidiary, and 20 more are to follow for Birmingham.

Meanwhile, the first three Mercedes Benz O.405N low-floor saloons have entered service from Liverpool Street Garage, mainly on the 9 group of routes.

PSV REGISTRATION FIGURES

Once again the overall market for purpose-built PSVs increased this year, though the number of van-derived minibuses registered fell by more than 500. The overall figures disguise a fall in new coach sales, at 1,109 against 1,244 in 1996, while new service buses increased to 2,786 compared with 2,412 in 1996. Dennis led the bus sector, beating Volvo by a short head (1,168 against 1,130), both showing a marked increase over 1996 when Dennis registered 983 buses against Volvo's 887.

Optare was in third place in 1997 with 230, followed by Scania at 141 and DAF at 60.

Volvo was well in the lead on coach registrations, with 513 this year, though 668 in 1996, while Dennis showed a small increase from 180 in 1996 to 199 last year. DAF and Scania had 96 and 90 coach registrations respectively in 1997. Worldwide Volvo increased its sales by 18% in 1997, up to 8,730 from 7,410 in 1996; 4,190 of its sales were in Europe against 3,840 in 1996.

MANUFACTURER	NOVEMBER 1997	DECEMBER 1997	1997 TOTAL*
Bova	5 (1)	1 (1)	52 (42)
DAF	15 (1)	26 (0)	156 (127)
Dennis	172 (122)	81 (82)	1,367 (1,163)
Iveco	0 (1)	0 (0)	28 (24)
MAN	1 (0)	0 (9)	19 (46)
Mercedes-Benz	1 (0)	0 (1)	29 (31)
Optare	30 (28)	15 (15)	230 (250)
Scania	23 (11)	15 (1)	231 (272)
Volvo	132 (128)	103 (97)	1,643 (1,555)
Other British	2 (10)	1 (4)	10 (23)
Other imports	5 (9)	3 (4)	130 (123)
Total British	262 (262)	146 (163)	2,269 (2,009)
Total imports	124 (49)	99 (51)	1,626 (1,647)
Total purpose-built	386 (311)	245 (214)	3,895 (3,656)
Van-derived minibuses	81 (47)	77 (43)	966 (1,493)
Grand total	467 (358)	322 (257)	4,861 (5,149)

*Equivalent 1996 figures shown in brackets. Source — SMMT.



ARRIVA ARRIVING ACROSS THE COUNTRY



Top:
Pictured in Swadlincote bus station is R416 TJW, 1416 in the combined Midland Red North/Stevensons fleet, most of which, including the Burton area, to which this bus belongs has become 'Arriva serving the Midlands' (apart from Derby of course!). This Plaxton-bodied Scania is one of five entering service in February on the Burton-Swadlincote-Midway service 15.
PHILIP LAMB

Above:
The other part of former Midland Red territory to fall into the hands of Arriva Passenger Services had already undergone a name transplant. Midland Red East, essentially the Leicestershire area, became Midland Fox prior to privatisation. Accompanied by some earlier Alexander-bodied Mercedes-Benz 709Ds, 11 new Plaxton-bodied Varios have begun work on Melton Mowbray town services, introducing the new 'Arriva serving the Fox County' identity to Midland Fox.
PHILIP LAMB

Below:
The long and tortured destruction of Crosville's identity has ended, in Wales at any rate. MMM222, a Mercedes-Benz 709D with bodywork by Robin Hood, leaves Wrexham bus station displaying the Welsh translation of Arriva's statement of deference to the Principality — 'Arriva gwasanaethu Cymru' — though maybe 'Arrufa' might have been more appropriate to complete the effect?
R. L. WILSON



Arriva's controversial new corporate image is now beginning to emerge all over Britain. Although the Cowie group changed its name to Arriva following agreement by shareholders on 6 November last, and Arriva fleetnames began to appear on London buses nearly a month earlier, Arriva Passenger Services, the bus operating division, officially began life on 1 January. At the same time dealer Hughes-DAF was renamed Arriva Bus & Coach.

As described in *Buses* December the traditional fleetnames of operators within Arriva Passenger Services are being submerged by Arriva followed by what is described as a 'descriptor'. Some companies will show more than one descriptor, while some descriptors are applied to more than one company, especially in the case of 'serving London', which, in addition to Leaside, South London and Grey-Green is likely to include County's base at Edmonton, for which 'serving Herts & Essex' would seem singularly inappropriate. The separate Londonlinks company is set to disappear. All descriptors include the word 'serving', which would appear to be change of heart as the launch vehicles, a Volvo B6 and an Olympian of Maidstone & District, showed 'Arriva through Kent & Sussex'.

It was also suggested at the launch that old company names would not be used in the descriptor, though some softening has been shown by the appearance of 'serving Northumbria' and 'serving the Shires' — though of course in the latter case The Shires was not generally used as a fleetname under the old regime.

Some of the descriptors are highly localised, like 'serving Kent Thameside', while others are almost misleadingly global, such as 'serving Scotland', applying in fact to a comparatively small area west of Glasgow. However the use of the name 'Scotland' in such a context actually requires formal approval from the Government, and 'serving Scotland' may have to be changed. 'Serving Wales', is only slightly less misleading; while geographically Crosville Cymru covers all of North Wales and a good stretch of mid Wales, it serves a much smaller proportion of the population — unless, of course, you're judging it by the number of sheep; it does not serve the most populous part, Cardiff, Newport, the Valleys, Swansea etc. Meanwhile Midland Red North services coming into Wales do not carry 'Serving Wales', nor even 'gwasanaethu Cymru'.

At the time of writing the list was still open to further discussion, but it would appear that at present the names are as shown opposite.





Left:

Rather a surprising repaint into Arriva livery is this S-registered highbridge Bristol VRT. It appears uncertain whom to serve, but presumably as a Gillingham-based Maidstone & District vehicle it should be 'serving the Medway towns'.

NICK COLEMAN

Below left:

In Stafford (still the Midlands), R336 TJW looks far from Red, but describes itself as such for the benefit of intending passengers in an attempt to lessen confusion. This Plaxton-bodied Dennis Dart SLF is one of seven at work on routes 9, 71 and 72. One driver commented to us that in his opinion the livery was the best his company had used to date — well, it has had more than a few!

PHILIP LAMB

Below right:

This new United Optare MetroRider 2717 is seen here hired to Tees & District. This presents no problem as both of these Arriva companies carry the descriptor 'serving the North East'.

JEFF TATERSALL



Opposite:

Demonstrating the advantages of corporate liveries, a pair of new Plaxton-bodied Dennis Dart SLFs were diverted from North East Bus to inaugurate a new park-&-ride service in Derby. They were replaced on 17 January by two suitably branded Alexander-bodied Dart SLFs R45/6 VJF.

TONY WILSON

Right:

Crossing to the other side of the Country, we find M176 YKA, no 1176 in the North Western fleet, displaying not only its new identity as part of the 'Arriva serving the North West' empire, but also route branding applied Arriva-style. This Plaxton-bodied Dennis Dart was seen at the Maghull terminus of the 351 route to Liverpool. North Western has decided to apply the Arriva livery on a route-by-route basis, starting with the 351.

R. FRANKLIN

DESCRIPTOR

COMPANY

serving Scotland	Clydeside, McGills
serving Northumbria	Northumbria
serving the North East	United, Tees & District
serving Yorkshire	West Riding, Yorkshire Woollen, Selby & District, South Yorkshire
serving the North West	North Western, Beeline, Starline, Liverline etc
serving Wales/gwasanaethu Cymru	Crosville Cymru
serving Cheshire	Stevensons (Macclesfield), Midland Red North (Crewe)
serving the Midlands	Midland Red North, Stevensons
serving the Fox County	Midland Fox
serving Derby	Derby City Transport
serving the Shires	The Shires
serving the Medway Towns	Maidstone & District (part)
serving Kent Thameside	Kentish Bus
serving Kent & Sussex	Maidstone & District (part)
serving West Sussex	London & Country (part)
serving Surrey	London & Country (part), Guildford & West Surrey
serving Herts & Essex	County Bus
serving Colchester	Colchester Borough Transport
serving Southend	Southend Transport
serving London	Leaside, South London, Grey-Green



PREMIER BUSES SOLD TO BLAZEFIELD

Following the enforced sale last year by Stagecoach Holdings of United Counties' Huntingdon Depot and MK Metro to Julian Peddle, the former operation, trading as Premier Buses and functioning as a subsidiary of the latter, has been sold on again to BlazeField Holdings. This sale follows hard on the heels of the recent acquisition by Stagecoach of Rhondda Buses and its subsidiaries, another company in which Mr Peddle had considerable interests.

Eight new Volvo low-floor saloons have been ordered under the new regime, these being in addition to various late-model vehicles put into service since Premier Buses was formed. The company will become a trading division of fellow BlazeField Group member Sovereign Buses, under the leadership of David Hurry, BlazeField's Southern Area Operations Director.

WE'RE ON THE MOVE . . .

Well, it's a year or two since the *Buses* editorial department moved offices, so it's time for another fresh start. This time the whole of Ian Allan Publishing and Ian Allan Printing is moving; as from 2 March our new address will be River Dene Estate, Molesey Road, Hersham, Surrey KT12 4RG, tel 01932 266600, fax 01932 266601. All departments — editorial, advertising and subscriptions can be reached via this number, though direct lines for subscriptions etc will be announced when we know them.

LONDON PRIDE SOLD

In a surprise move Peter Newman and his family have sold London Pride Sightseeing. The company is now owned by a management group comprising Ian Mabbutt (chairman) and former London Coaches managers Andy Bassom (managing director), Mark Chandler (engineering director) and Russell Scott (finance director), backed by financial institutions. The purchase price is undisclosed, but one of the finance groups is known to have paid £7 million for a 45% share in the business. The purchase includes the premises in Rainham, Essex, and a fleet of more than 100 buses, mainly Metrobuses, Dennis Dominators and open-top Metroliners.

London Pride pioneered the hop-on, hop-off concept of sightseeing tours now emulated in London by other operators, and passed into Ensign ownership in 1984. Other innovations by the company have included the introduction of conventional bus services in London aimed at tourists, and the company has undertaken pioneering work using liquefied petroleum gas propulsion.

Meanwhile Peter Newman has no intention of putting his feet up, and will be reverting to his roots by concentrating on buying and selling used double-decker buses as Ensign Bus, from new premises in Purfleet.

OXFORD — NEW BUS PASS INITIATIVE

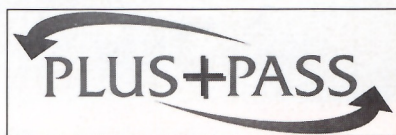
Oxford — for the last ten years a stronghold of competition in this post deregulation age — is responding to public demand by introducing Plus + Pass. This joint initiative by Stagecoach Oxford and Oxford Bus Company represents a major step towards an integrated public transport system in the city and is supported by both Oxford City Council and Oxfordshire County Council. It is indicative of the less aggressive atmosphere evident since the take-over of Thames Transit by Stagecoach during 1997. The new pass will be valid on any Stagecoach Oxford or Oxford Bus Company service within Oxford, Kennington and Kidlington.

In 1994, the number of bus passengers using passes was about 8%. Now nearly 40% of journeys on Oxford's buses are made using a bus pass. It is expected that the new multi-operator Plus + Pass will encourage both greater bus usage, and increase further the popularity of passes. Apart from the benefits to the passenger, the use of passes decreases loading times, eases driver-workload and indirectly reduces pollution.

The Plus + Pass will be available from all drivers, and, like the existing individual schemes, be available for one, two or four week periods at only a slight extra cost. New Wayfarer 3 ticket

machines, fitted with magnetic card readers, and being adopted by both companies, will, through their software, have the capability of dividing revenue on a per journey basis between the two participating operators. Buses will carry the Plus + Pass logo illustrated here.

The scheme is expected to begin in March or April. Future developments will see other companies operating into the city joining the scheme, and passes being available from local retailers.



DIARY DATES

24 February:

Omnibus Society meeting. 'The Shires 1994' by Nigel Eggleton, commercial director of The Shires. London Transport headquarters, 55 Broadway, London, SW1 (above St James's Park Underground station), 18.45hrs.

5 March:

Chartered Institute of Transport Essex Section. Peter Newman, chairman and managing director, Ensign Bus, 'Alternative fuels in buses'. County Hotel, Rainsford Road, Chelmsford, 18.30 for 19.00hrs.

9 March:

Chartered Institute of Transport Berks, Buck & Oxon Section. Keith Moffat, group development director, Go Ahead Group, 'Bus Rail Interchange'. Oxford Brookes University, Gipsy Lane, Headington, Oxford. 18.15 for 18.45hrs.

16 March:

Chartered Institute of Transport Metropolitan Section. Steven Norris, Road Haulage Association, 'Moving freight and passengers'. Institution of Electrical Engineers, Savoy Place, London WC2. 17.30 for 18.00hrs.

31 March:

Omnibus Society meeting. 'Solent Blue Line' by Peter Shelley, operations director. London Transport headquarters, 55 Broadway, London, SW1 (above St James's Park Underground station), 18.45hrs.

ARRIVA IN STYLE!

Maidstone's Green Line service updated

Green Line 980, the Maidstone to London express service operated by Maidstone & District, has been upgraded by the introduction of eight Plaxton-bodied DAF SB3000s. Four existing vehicles are being retained to provide sufficient stock for the Monday-Friday 12-vehicle requirement. The new vehicles entered service on 12 January, following a period of public consultation, which

established that today's travel market demanded fast, direct routes using air-conditioned coaches at value for money prices.

The new package provides faster journey times serving the City and the West End, with more local pick-up points in Maidstone's suburbs. Daily commuter fares are priced at £6.30 per day, with an off-peak day return (valid after 09.00) costing £5.50.



A reader has rightly taken me to task for my cynical comment in January's 'On the Map' regarding County Bus's explanation of 'irregular' as 'very infrequent', pointing out that the station with the most regular-interval train service in Britain has always been Fishguard Harbour which, for much of the year, enjoys departures at 01.50 and 13.50 seven days a week — exactly every 12 hours! It is, however, not Britain's most frequent service! Point taken!

More serious criticism comes from last month's 'You Write', where it is suggested I rejected Badgerline's map of Bath despite its being 'like Frank Pick's classic Underground map'. I accept that I have yet to see a diagrammatic bus map that I like, but this is not 'principle' but merely never-yet-achieved! The task is formidable, because trains stop only at stations which are at least half-a-mile apart, so it was possible for Pick to get everything in what we now know as 'Zone 1' clearly shown, whilst still including Epping and Amersham on the same sheet. Not even LT ever tried the same thing with its bus system!

There is, however, another difference. Because stations are named, even strangers on trains that run in the dark know exactly where to alight, but on buses we cannot always be sure a driver will remember to 'give a shout' and I find the greatest use of a map is 'navigating the route' so I know where to get off. That, of course, is impossible with a diagrammatic version.

Turning to new and revised issues, there are only four this month, with one a dramatic newcomer. Two of the re-issues have no change of layout, but in neither case does this

lessen their merit as they are among the best available: Pindar's map of **Lincolnshire**, which uses different colours to denote the main town served (tel: 01522 553135); and FWT's **Coventry** map for Centro which, as usual, excels, not least for its nine-column frequency-chart.

By coincidence I sang the praises of Lincolnshire and Centro last month, also listing all the latter's maps. It is opportune to add that Centro's Merry Hill shopping centre map, which I included, appears to have been a one-off as it is now deleted from official lists.

In Scotland the **Edinburgh** map has been re-

I have praised before the superb **Stoke-on-Trent** map, now in its third edition (tel: 01782 234500). New is the first of what will be a series of eight or nine guides for the city, each of which contains the full timetables of all routes — the initial area being Blurton and Trentham. For the uninitiated, that is the wedge of land between Longton and Wedgwood stations, plus to the west of the latter, as far as the River Trent.

It has an area map which is a derivative of the large map, but with the routes shown in the respective guide picked out in red. On the same side are the full Monday-Friday

timetables printed black on yellow and with a prominent yellow 'Monday-Friday' heading. On the reverse are the Saturday times printed black on blue (with appropriate blue

heading) and likewise Sundays (printed black on light green) plus Bank Holiday special services. This splitting up of the days is novel and avoids any confusion of looking up the wrong day. For the first time in the area everything is 24-hour (both Staffordshire and principal operator PMT still use 12-hour) and the good news is that Stoke-on-Trent is also to include Newcastle-under-Lyme (which, surprisingly, is not part of unitary Stoke). It is rumoured that even Staffordshire is considering switching to the use of these guides for some of its own areas — splendid news in view of the rather low standard of its current books.

These are far better than Oxfordshire's set for quality and comprehensiveness, but one has to be fair and admit that even these nine will only cover one large city whereas Oxon has to cover a large rural county with its dozen. However of one thing I am sure: for a combined timetable and map the Stoke-on-Trent guides are the best I have ever seen.

ON THE MAP

BARRY S DOE AFIMA, MCIT

issued — the first since Lothian Region was abolished (tel: 0131 225 3858). Production has changed from FWT to Pindar but retaining the same style. Roads are coloured dark brown for daily services, lighter for not Sundays, dashed for less than five days, grey for Night Buses only and green for Greenways routes (which, surprisingly, are not explained anywhere). Routes are numbered in red, but blue if only peaks/evenings/Sundays and black if Night Buses.

A comprehensive route-list is added with six-column frequency chart appended. The reverse has an extension to show detail for the western suburbs as far as the Forth Bridge, maps for Night Buses and rail services (the latter diagrammatic!) and a separate blow-up of the city centre with every stop lettered and an accompanying detailed list of which stops are used by each service. An excellent map.

JULIAN OSBORNE continues his occasional series looking at the service element of bus services

Since writing the first of these columns (*Buses* December) things have been good on the Osborne personal customer service front (*wish I could say the same!* — Ed): the marvellous Heathrow TravelCard (the only privately sponsored integrated season ticket in Europe) has been extended to cover a broader swathe of London & Country routes, reaching to my front door and giving me between there and work, the sort of flexibility I was asking for in my original article of May 1995. I can now continue using a variety of mixes, changing my plans at whim to cope with weather, localised delays etc — I can even use the card to do a non-commute, like visiting our software user group in Norwich or attending a meeting in, say, Maidenhead. So thank you very much Heathrow Airport Ltd and the nine participating operators.

Since having this facility, I find myself tending toward seamless transfers even if it means more changes — getting off one bus and on another in the same place is inherently more convenient than having a journey where sectors are connected by short walks and also less stressful in other ways — it seems to furnish you with more information about how the service is running and allow more possibilities of re-routing.

Malcolm Chase wrote to me with some supportive observations along the same lines aimed at making bus travel easier and more convenient. Specifically he raises again the question of whether teams of revenue inspection officials and on-the-spot fines might be a better more customer-friendly way of protecting revenue than forcing everyone to shuffle past the driver at every stop — and certainly at busy ones. He also reinforces the points about bad traffic design making bus travel more onerous than it needs to be — long walks to make simple connections so that traffic is not

inconvenienced by pedestrians etc — and cites as a classic example of lousy co-ordination of flows, Ludgate Circus in London where lights favour the major flow of vehicles rather than the one of people (which is bus-borne) and badly-sighted and timed pelican crossings constantly seize the crossroads.

Trent, of course, is seeking to work with the highway authorities to get good treatment of its services, arguing from the position of strength provided by their high profile and well-known high standard of customer service. I wanted to say a little more about that Equus training course of theirs that I went on last April. I said that one of the most significant things about it was how like other industrial training courses it was: in fact it was a fascinating mix of bus industry specifics (stands in the bus station, standards of cleaning — the cleaners as part of the team attend the course) and the sort of classic customer service training of situation analysis and psychology inputs found in those other supposedly more glamorous industries. 'Supposedly' being the operative word so it's nice to know that on these courses bus folk are considering such matters as 'what in terms of driver's psychology helps them to handle the situation well'. And what a great bunch of drivers: on my next visit to Nottingham, I'll definitely find a reason to ride on Alfreton Road.

Finally a word of thanks in the dark midwinter to all those drivers approaching request stops at crawling speed because those of us waiting can't read the appallingly badly lit destination boxes until they are on top of us. As I go to press, I discover that this is not just and illumination issue — more next column when I will also discuss a customer-unfriendly piece of modern technology identified by Ted Relton.

BETTER... BUT WHY?

By anybody's standards the story of passenger growth in London over the past few years is impressive, contrasting as it does with a big drop (some 40%) in bus travel in other metropolitan areas in the UK. LT Planning has now issued an A4 colour booklet outlining its achievement of an 8% gain in passenger numbers since 1986.

The booklet concludes that 'well-ordered, managed competition has been better for the bus market in London than outright deregulation and may well have moderated the growth in car ownership and use.'

Alas, I feel there may well be some questionable assumptions in its reasoning. Undoubtedly the large-scale move away from double-deckers to minibuses or larger single-deckers running more frequently has encouraged traffic growth. So too has greater reliability (or at least regularity) of service offered. But they started from a pretty low base, didn't they?

In addition increased traffic congestion and sometimes the sheer impossibility of finding a parking space has deterred some London motorists from using their cars as much as they would like, and perhaps a few others even from buying cars.

Then there is the much lower cost of operating buses in London, compared to the past. Dismantling of the bureaucratic old LT bus structure, and the elimination of restrictive practices, have helped the ex-LT bus companies. A general lowering of wage levels (because of the national economic situation) has also contributed.

But all this does not mean that London's style of centralised planning, with its often slow response to genuine needs or events, is commendable or should be adopted by others. In places like Manchester they (by which I mean the PTE) seem to be able to hold a meeting with an operator or operators at short notice, agree something, and let the operator go away and do it — just like that. Here it takes months.

OXFORD TO LONDON

A number of readers have complained over the last couple of years about the large number of new buses being bought for LT contracts, suggesting that in five years time the provinces will be getting an unfair share of London's cast-offs.

They will no doubt be heartened to see that Stagecoach East London is taking in at least 22 dual-door Dennis Darts from Stagecoach Oxford. One of the routes for which they are destined is 145 (Leytonstone-Dagenham) which is at present worked with Optare Deltas. The buses are moving to London because the Stagecoach Oxford management prefers single-door buses.

STAFF SHORTAGES — POSITION WORSENS

Shortages of staff in west and south-west London bus companies seem to be worsening. Londonlinks at Croydon has been reported as being 30% below driving establishment, and London General has — as already reported — given up three of its routes to Epsom Coaches and Limebourne. According to its staff newspaper at one stage it was 140 drivers under establishment, but shedding these routes reduced establishment by 38. It has also put staffing of one or two other services partly over to sister company London Central.

London General says that 'hundreds of thousands of pounds' have been paid out in the past year because many routes failed to meet their contractual obligations to LT. I notice too that one or two other services it runs are having their frequencies decreased slightly. For example, route 239 (Victoria-Clapham Junction) has changed from a mix of ordinary Darts and long MetroRiders to long Darts, and the peak hour service has dropped from every 10 to every 12 min. More drastic is the change to route 295 (Ladbroke Grove-Clapham Junction) which has gone from long Darts to Metrobuses, but with a peak-hour frequency widened from every 7½ to every ten minutes.

The staff shortages have attracted some coverage by the *Evening Standard*, in which an LT spokesman was quoted as saying that pay rates were nothing to do

with LT but were the responsibility of individual operators. That is true, but also slightly misleading. Operators are tied into contracts which were signed before staff shortages loomed, and for LT to wash its hands like that is not entirely fair.

Bus driving is not, these days, a particularly attractive job, and evening and Sunday work is one of the reasons. Yet LT contracts over the past few years have gone for quite generous levels of service at these times — far more generous than elsewhere in the country. If they were reduced — not too drastically — to something more realistic, it might make the job slightly more attractive and ease pressure on recruitment.

Meanwhile, London General has negotiated a wages deal to reduce the working week by about two-and-a-half hours and give pay increases of some 6.9%. That's certainly higher than some of the other deals that have been around. For some time now Plymouth Citybus has been recruiting and training new drivers for London General. So far it has trained over 170, and has London General Metrobuses on its strength for this work.

So far the smaller operators have apparently been able to find sufficient extra staff to meet their new commitments, no doubt because there have always been drivers who will work for a small firm, but not a large one. However, one wonders for how long this will continue.

LOW-FLOOR 235

Tellings Golden Miller took over operation of the 235 (Sunbury-Brentford) on 10 January. The route, previously operated by MCW Metrobuses of London United, is being maintained on a 20-minute headway by 14 Plaxton-bodied Dennis Dart SLFs. This is the second LT contract gained by the company, which also operates eight routes on behalf of Surrey County Council. This substantial influx brings TGM's service bus fleet total to 35. Thirty coaches are also operated, the company maintaining a base in Byfleet, Surrey.

Gathered at the Sunbury Village terminus of route 235 during the first week of operation are three of the Plaxton/Dart SLFs now in use.

Picture by PHILIP LAMB



PROMISES, PROMISES

Despite the doubts expressed in the last issue, the Heathrow Express rail plus bus link from Paddington to the airport is now running. Trains terminate at a temporary single-platform station near Stockley Park. Passengers walk over to the other face of the platform to board the linking Speedlink DAF/Plaxton buses which take them into the airport. This is one journey experience that you should sample soon, because the full length rail journey is likely to be operating by the middle of this year. Then, it is said, the present £10 return fare will be doubled to £20.

Talking of things promised, do you remember the new

Plaxton/Volvo low-floor double-decker for London that was the star of the show at the NEC last Autumn? That was going into trial service in London, Plaxton said, within a month or two. Well, it hasn't yet gone into service, and now I hear it is unlikely to.

Apparently Volvo has had a rethink about the design of the chassis — you may remember nobody would tell us anything worthwhile about it. Rumour now has it that a new and different low-floor chassis is being designed, with a transverse rear engine Olympian style. In fact it will really be a low-floor Olympian, which should help commonality of parts and spares.



Speedlink Plaxton Prestige-bodied DAF SB220s at the temporary station at Stockley Park for the Heathrow FastTrain service. Level, cross-platform access is provided between train and bus. Through rail services into Heathrow are due to start in June. BRIAN MORRISON

ILLUMINATING ADVERTS

Illuminated adverts on buses are back. Unlike those seen on the offside of some Routemasters in the 1960s, these are described as Electric Paper, all of which lights up whenever the headlights are on. Ten Arriva buses on West End routes are fitted with them. They measure 20ft by 2ft and are powered by the bus battery. All ten advertise Yellow Pages.

You may recall that it was the advent of alternators that made it possible to have reliable illuminated advert panels on buses. Unfortunately it was a short-lived triumph, in that most advertisers or potential advertisers seemed unwilling to pay the extra costs of such displays.

I hope this new venture is more successful.



Northern Counties-bodied Volvo Olympians continue to find favour with London operators. New in service with London General on route 74 is NV164 (R364 LGH), seen here at Roehampton, whilst latest hardware for route 65 Armchair's R420 SOY, with Palatine 2 bodywork, rests at Kingston prior to departing for Ealing Broadway. Both: GEOFF RIXON

NOSTALGIA FOR MARKETING?

The new Routemaster-operated Nostalgiabus service between Kingston and Ewell mentioned in the last issue is, of course, operated with conductors. A couple of recent rides on it showed that they really did help old ladies get on and off and generally work in the way that, we are told, conductors used to.

One even let an old lady who had the wrong type of pass, and should have paid a modest 20p but found she had no money on her, continue her journey. That is what I call good public relations as well as kindness.

But something that Nostalgiabus seems to have lacked is good marketing. There are no large eye-catching vinyls on the bus sides telling people what it is all about. And apparently the print run for the timetable leaflets was a modest 2,000. As the population of just one of the places served is about 80,000, this seems somewhat inadequate.

Meanwhile the rival extra journeys put on by London & Country are of only limited use, as they terminate at Worcester Park Road, which is not exactly a focal point but happens to be the Greater London boundary. That strange terminus is presumably because L&C cannot get LT approval to run on to Kingston at similar timings to its rival.



Nostalgiabus has put several Routemasters into service on its commercial route 306, including immaculately turned out RM368, seen here en route for Epsom. GORDON ALLIS

LATEST TENDERS

The latest tender awards by LTB still show some losses by existing operators. From July night route N5 will still be operated by MTL London, but the company loses N20 to Capital Citybus.

Several new five-year contracts have been awarded for day routes in North London. Route 17 (Archway-London Bridge) will continue to be operated by MTL London with Metrobuses until 1999, when new low-floor double-deckers will be introduced. MTL has also retained routes 326 (Potters Bar-Hendon-Brent Cross), 384 (Cockfosters-Barnet) and C11 (Archway-Brent Cross), which will receive new low-floor single-deckers. But route W8 (Picketts Lock-Potters Bar) has been lost to Capital Citybus which will use existing buses until 1999 when new low-floor double-deckers will take over. But all four of these routes, plus a new one (route 383 — places served unspecified) are about to go out to consultation on proposed alterations. However, 383, wherever it goes, has been won by MTL, which will use a midibus.

Two other routes retained by MTL London are 217 (Turnpike Lane-Waltham Cross) and 231 (Turnpike Lane-Carterhatch), both of which will see new low-floor single-deckers from this Summer when the new contract starts. There will also be a new schoolday service 631 (Turnpike Lane-Kingsmead School, Enfield) worked by a double-decker provided by Arriva Leaside.

One other small contract announced is a one-midibus service on new route W17 (Walthamstow-Coppermill Estate), sponsored by the London Borough of Waltham Forest. It will be operated by Thamesway.

MILLAR'S *Tales*

ALAN MILLAR'S MONTHLY COLUMN OF
MISCELLANEOUS ITEMS

Whatever happened to...? ...Provincial's diesel electric hybrid

A year ago, we described the hybrid minibus — one of Badgerline's 1988 Mercedes-Benz 609Ds — which FirstBus, as was, had spent £110,000 converting to run on battery power on the most sensitive town centre section of a Provincial route across Portsmouth. It retained its diesel engine and gearbox, but was also fitted with an electric motor and banks of lead acid batteries that take its unladen weight up to a hefty 5,235kg.

Since then, FirstGroup regional engineering director Les Birchley says the bus has settled down and is being run more often with increasing use of battery power. He admits that there have been technical problems, but it's now running daily — in daylight hours only to limit electric consumption — with battery power used in both directions. Drivers love its quietness, he says.

The problems included a very noisy compressor, caused by the unit being bolted straight on to the chassis; now it has been insulated. Clutch vibration has also been corrected and a lot of time has

been spent getting the self-generation pack to work so the batteries are recharged while the diesel engine runs.

Another problem was caused by last summer's exceptionally hot weather. The drivetrain was designed to cut out if it overheated, which it did dutifully on hot days. Typical fan systems would drain the batteries and limit the bus's range, so a simpler fan was eventually designed into it. By then, the hot weather abated, so it may be next summer before Provincial is confident it's really licked that problem.

As Les Birchley explains, there must always be compromises with lead acid batteries. Seating capacity was reduced from 25 to 20 when the bus was converted and would have to come down again if substantially more miles are run in electric mode. 'We want to stretch the batteries as far as we can get, but it's a balance because of battery weight and the number of people we wish to carry. We started on the most sensitive bit of the route and are trying to push it farther.'

So we're intellectuals, after all

I'm glad to see that my old friend John Anderson, chief executive of City of Glasgow Council, has been doing his bit to elevate the status of *Buses* readers.

He took a break from steering the council through the recent 'votes for freebies' row that projected it on to the national headlines for all the wrong reasons, and gave an interview to the *Local Government Chronicle*. It was one of those little columns

that lists its subjects' family background and sporting interests and it went on to ask him about his interest in transport issues.

He freely admitted to taking photographs of buses because they fascinate him, but we should all be grateful for the five words that followed. 'It's the thinking man's trainspotting,' he says. Remember that the next time you get odd looks on a street corner.

Lowest of the low?

Veteran *Buses* photographer Geoff Coxon wonders whether this Stagecoach Cumberland bus stop near Bowness on Windermere, at 3ft 6in from the ground, is Britain's lowest. I'm sure it must have rivals for this minimalist accolade and he wonders where is the highest. The challenge is there to be taken.



Central works get into the firing line

Plymouth Citybus is letting everyone know that its managing director, Brian Fisher, is this year's big gun (or president if you feel like being formal) of the Omnibus Society, for his central works have just restored such a weapon.

Britain's most south-westerly municipal bus company makes up for the lack of Atlanteans to strip and rebuild (they cost 47p per mile in maintenance costs alone, as opposed to 4p for a Mercedes minibus, Mr Fisher told the OS in his presidential address) by repairing other people's wheeled

vehicles, but none has been as old or, I suggest, unusual as this 1824 Russian cannon captured by the British at the Battle of Alma 30 years later and now displayed at the Plymouth Citadel.

There's an appropriate twist to the tale, as Citybus points out that its Milehouse depot happens to be on Plymouth's Alma Road.

Plymouth's big gun recently restored by Plymouth Citybus.



Edukashon, edyoucaishun, edyookayshin

Intellectual enthusiasts have been spotting some glaring lapses in English and geography on bus publicity in London.

It seems, judging by the flyer that Derek Braithwaite found on a number 82, that the acute driver shortage in the capital has made MTL London more concerned about driving skills and numeracy than apparent pedantry like spelling. Its recruitment slogan 'Driving your career forward' was invented, I guess, when there wasn't an 'r' in the month and presumably accounts for the call for a driving license (verb) rather than the noun with a second 'c'.

Meanwhile, BT's Phone Book for Harrow must be causing more than the odd unnecessary bell to ring at the opposite end of the metropolis, for the 'useful numbers' section at the front contains bus and coach listings of exceptionally marginal local value.

Oxford Bus, Reading Transport, London Transport and National Express are all there, but there's not a trace of main operator Metroline Travel which these days is listed on the Stock Exchange. On the other hand, there's a handy number and correct Orpington code for none other than Metrobus of that Kent town.

You really can see triple in Bordeaux . . .

As a child, I once reasoned that the double-decker ought to be followed by the ultimate load carrier of a triple-decker with a sunken side gangway on the third floor.

Maturity (or lack of imagination) has wiped away that vision, but a recent visit to Bordeaux reminded me that a different sort of triple — the three-section articulated bus — is alive and seemingly well suited to local conditions.

While our minds and saw-tooth bus stations still haven't quite grasped the concept of Stagecoach and FirstGroup's crop of 18 metre artics, the Bordeaux transport authority has had a

decade's experience of 10 Heuliez-bodied Renault PR180 Megabuses, 24.4 metre three-section giants designed to carry up to 220 mainly standing passengers.

They sweep unhindered through wide, straight boulevards, but also negotiate tighter bends in the city centre without flattening every casually-parked Renault Twingo. Might low-floor derivatives ever tramp the streets of bigger British cities not yet convinced of the financial case for 21st century trams?

A double-articulated Renault in Bordeaux.
ALLAN MILLAR



. . . and quadruple in Cheltenham Spa

Roadtrains — motorised, road-going pretend steam locomotives with a trail of open carriages in their wake, are beginning to attract tourists in some British resorts — much to the chagrin of coach operators who suspect they receive more lax licensing treatment than proper PSVs.

In Cheltenham, where as reported last month there's a park-&-ride operated by Swanbrook's Optare Excels, they're going farther as the spa town's council has launched a circular roadtrain

service linking bus stops and inner car parks with shops and other attractions. Although operated initially as the Santa Special over the immediate pre and post-Christmas periods, it has since been extended to March ready, I hear, for specially-designed roadtrains to take over.

Is it a bus? Is it a train? The alternative to an Optare Excel on park-&-ride in Cheltenham.
D. BENWELL



Can we find the winning formula?

One benefit Mrs M and I both identified when we returned to city living was that we need not always use our cars. But on the day our newspapers and broadcast media were full of the latest Lex Motoring Survey, claiming it will take a seismic event greater than a powerful earthquake to persuade British motorists to hang up their keys, I found myself questioning my own decision to catch a bus.

Our new home is about a couple of miles from the nearest branch of a bank that used to be a building society and, if I stretch my legs, I can get to a bus stop in five minutes and catch an acceptably frequent inter-suburban service to within a couple of minutes' walk of said bank.

All of which is fine, but it takes some determination — like calling into Strathclyde PTE's city centre travel centre — to get hold of a timetable. Nor have I cracked the mysteries of the fare structure, which is kind of crucial when Greater Glasgow buses don't give change. I'm still no wiser after using the service as I was charged 85p one way and 75p for exactly the same distance back again.

But I was more alarmed to compare the cost of the short rides in noisy, grubby and

draughty mid-teenage Ailsas against taking my car and parking, quite legally, free of charge within the same walking distance of the bank. Even if the return bus fare is only £1.50 and I have the correct change — and I calculate the true cost of taking the car, complete with standing charges like depreciation, insurance and tax — it's still as cheap for one person to drive. The comparison is worse if we travel together or only consider the negligible cost of petrol, so I'm not surprised that most of my dozen fellow passengers on each journey were pensioners paying concessionary fares.

I share this experience with you not to get at FirstGroup which is replacing its roughest old double-deckers with sleek, warm, bright new single-deckers and is no worse than many other operators in setting its fares. But if — as I hope most deeply for the industry's future — people are persuaded to choose public transport, there must be a perceived benefit. If buses are more expensive, no quicker, cleaner or convenient than the family car, I fear it just isn't enough. We need a formula to tell motorists that buses can be better for local journeys — and, like it or not, apparent price does matter.

ENQUIRE WITHIN

Driving Licences

It's every young — and sometimes not-so-young — enthusiast's dream to be licensed to drive a bus or coach in service, so how do you go about it?

There are concessions allowing experienced existing car licence holders over 21 to drive minibuses with up to 16 seats on strictly non-PSV work, but that's not much use if you plan to drive something bigger or carry fare or hire-paying passengers.

There is no longer a separate licence for bus and coach driving. Instead, you must first pass a car driving test then be tested again to obtain additional PCV (for passenger-carrying vehicle) entitlement to handle larger vehicles with potentially more passengers. The tests are both theoretical and practical and will lead to successful candidates either being authorised to drive category D1 vehicles (up to 16 seats), D (anything with over eight seats) or D plus E (towing a trailer).

It's also possible to obtain restricted category D authorisation, limiting you to drive vehicles up to 5.5 metres long and/or with automatic transmission.

Authorisation applies initially to age 45, then must be renewed five-yearly until 65 and annually after that. You must obtain a medical examination no more than four months before the start date for your licence or licence renewal (fees for this cost between £15 and £55) and you can more or less forget about sitting the test if you are liable to epileptic seizures, have insulin-controlled diabetes or have abnormal sight in one or both eyes when judged against the criteria in the driving test regulations.

If you passed a test when the eyesight standards were lower, your sight has not deteriorated below those standards and you can certify that you haven't been involved in an accident in which your eyesight was a factor, then special dispensation is granted to allow you to keep driving PCVs.

BRITTA

You'll be pleased to know that Dennis has decided to save us all a lot of confusion.

Both its new low-floor double-deck chassis are to be called Trident as, they tell us, it would be confusing to have two separate names for them, as they did in the days of Dominators and Falcons etc. Contrary to expectations they are not even going to be called 'Trident 2' for two-axle and 'Trident 3' for three axle. Well, they are internally, but not elsewhere.

So now we know. The export Trident and home market Trident are just the same, except that the export one has three axles. And a Cummins M11 engine as opposed to the Cummins C-series engine. The export one has a ZF gearbox because the Voith gearbox of the home market one doesn't suit its in-line driveline. And the home market one has a transverse driveline, resulting in quite different

dimensions and can be built to 2.55m wide, which the export one can't. It saves confusion giving them both the same name, despite the fact that they're about as different from one another as a Ford Escort is from a Ford Scorpio!

Moreover Trident makes sense for something with three axles; it has less significance for a two-axle bus, which doesn't seem to have three of anything very much.

Into the marketplace

Dennis now has more than 700 orders for the Trident, of which 220 are for the UK, including 100 for Stagecoach. The only other UK customer so far identified is Nottingham, which always likes to have at least one of everything.

Whatever may rest in a name, it seems likely that Dennis has got another winner on its hands. It won't be a runaway success like the Dart, for the simple reason that the Dart has carved out a huge market for itself, well in excess of the entire likely market for double-deckers in Britain. Double-deck is now very much a niche market, dominated by London.

Beyond London, there are comparatively isolated opportunities for the double-decker. Lothian has a steady intake, though there are those who would question whether it really needs all those big double-deckers. Nonetheless the operator is reported to be considering three-axle double-deckers, to maximise capacity within UK axle weight limits. Greater Glasgow is sure to need them — here, on the contrary, there are those who would argue that Glasgow *does* need double-deckers on routes now being converted to single-deckers, a view with which the writer would concur whole-heartedly, having impersonated a sardine on a posh new low-floor saloon in that city recently. A very ratty and horribly spartan 15-year-old Metrobus seemed luxurious in comparison.

Nottingham still likes them, and buys a few, but other large conurbations, like West Midlands, Greater Manchester and Merseyside, have been buying mainly single-deckers recently.

There is no doubt that there is a market for double-deckers, but it will probably fluctuate only between about 500 and 650 a year in the foreseeable future. As low-floor double-deckers come on-stream there will doubtless be a near universal swing to them, just as there has been in a short period on single-deckers. Indeed the Trident looks likely to replace the Arrow, which 'has not been as successful as we would have ideally liked', admits sales director Roger Heard. Nonetheless 27 are in build at present and Dennis will still make it available.

Dennis is the second manufacturer to get its UK-market low-floor double-decker ready; DAF has won the race. Volvo, after showing its concept bus at Coach & Bus, has apparently had a change of heart and, like the Dennis, will probably announce a transverse-engined model. Dennis can be smug that it recognised the error of its ways in pursuing an in-line engine rather sooner than Volvo has.

That is not to underestimate DAF; its importer is Arriva, now also one of the big three operators. But DAF has got there first by adapting an existing model, the DB250, and it shows in the step part way along the bus where the new low front end marries up to the old back end. Dennis should score by the fact the Trident is a new model from front to back, and, apart from a step up to the back seat, will be step-free downstairs.

UK Trident described

Glance at the new Trident chassis and you could be forgiven for thinking that you are looking at an Olympian. Superficially at least there is a very strong resemblance, with its perimeter frame, which includes the wheelarch structure, and its transverse rear engine.

Look a bit harder and you will probably be impressed by the very clean, tidy appearance of the chassis. The days when bus chassis looked like a serious accident between a train load of spaghetti and the Forth Bridge are well behind it, and a look at a late-model Dragon (which Dennis, with its new-found penchant for economy of names, internally calls the Dominator!) going through the Guildford factory brought home forcibly just how much Dennis has achieved by its use of computer-aided design in recent years. The Trident's neat tidy lattice-work of almost delicate-looking chassis members is commendably short on pipework and wiring. That delicacy is held together by a neat but very substantial-looking cross-member ahead of the rear axle, which carries two of the four air bellows for the rear suspension.

Bodybuilders should have no problem with it, and a tidy interior layout with step-free gangway right to the back seat will be perfectly possible. Air tanks are tucked out of the way, distributed into convenient spaces where they won't intrude, and Dennis is to provide specially-designed fuel tanks that will sit under the stairs.

So there must be a lot of confusion under the bonnet, given that the rest of the chassis is so tidy? Not a bit of it. The engine bay is superbly uncluttered and most things will be easily accessible, with the notable exception of the fuel pump. Dennis was unable to persuade Cummins to move it to the other side of the engine, so it disappears between the engine and



Above and opposite above
Three-axle Tridents, with in-line engines, are now entering service with Hong Kong; both with Alexander ALX500 bodies are recent deliveries to Citybus and Kowloon Motor Bus subsidiary Long Win for the Airport service.
W. M. EWING, LEE KA KEE

Opposite:
The new UK version of the Dennis Trident low-floor double-deck chassis.
PHILIP LAMB

NINJA'S

Trident



Trident —

the rear bulkhead — though its saving grace is that it is mounted at the outward end of the engine, rather than halfway along it. Access to it won't be brilliant, but it won't be impossible. The C-series engine is so compact it is hard to believe it is an 8.3 litre unit, still more difficult to believe it pushes out well over 200bhp without fuss. It's not a great deal bigger than the Voith gearbox, which sits in its own space alongside the engine, with Voith's own 80° angle drive stepping the drive down to a reasonably long propshaft into the ZF drop-centre rear axle with offset diff which avoids intrusion into the gangway.

The radiator (made by Covrad, famous before the war for stylish replacement units for early Leyland Titans and Tigers) is at the nearside end of the engine bay, with a

hydraulic fan and is a cleverly-designed twin unit, one part for engine cooling, the other for the intercooler.

The front axle is a conventional beam, though with a deep-drop centre, by Kirkstall. Both axles are designed to a heavier weight than necessary; the front is a 7.5tonne unit and the rear is a 13-tonner, but to allow for UK weight limits both are plated at well over a tonne below their design weight, and gross vehicle weight is 17 tonnes. There is full air suspension, with multilink location and anti-roll bars front and rear, the front incorporating a rapid kneel facility, with the option of lowering the suspension all round to give a 'squat' facility. Conventional S-cam drum brakes are fitted, though Dennis expects to move to discs later.

You wait ages for one Trident, then two come together — **STEPHEN MORRIS** has been looking at the new Dennis low-floor double-decker for Britain



A change of direction

Dennis has already nailed its colours to the mast with in-line drivelines. It was understood that the Dominator would spell the end of the transverse engine for Dennis, with a strong case in terms of simplicity, weight saving and fuel economy with the Arrow. All its other chassis use 'T-drive' (ie engine and gearbox in line with the propshaft driving straight into the rear axle), including the Trident. The export one, that is.

Why the change of heart? Dennis realised in December 1996 that the in-line driveline wouldn't work on the UK Trident, giving it good time to go back to the drawing board. The basic problem was that it made the rear overhang too long, and as the wheelbase also has to be in proportion to the overhangs this too would have to be longer. The long overhang behind the engine meant that the engine would have to be mounted high up to allow for adequate departure angles (ie to prevent the back of the bus grounding), which meant in turn that a lot of space would be lost, or that there would have to be steps up to the rear end of the lower saloon. These problems are less acute on the 12m three-axle export model, where the very length of the thing means there is adequate low-floor space.

However the fact that the Cummins engine is so compact meant that Dennis could go one better. It has managed to lose some 200mm in the rear overhang compared with other transverse-engine designs; it comes out at 2.15m. As a result the engine can be fitted lower down in the frame without affecting departure angles. Thus not only does the short rear overhang minimise tailswipe (a particular problem in London with in-line engine designs, including single-deckers) and therefore improve manoeuvrability, it also means the engine can be installed low enough for seating to extend over the top of it to maximise seating capacity. In turn, less space is needed behind the rear axle for facing seats, as the rear seat is further back than usual. The low-mounted engine and drop-centre axle gives the capability for low-height build, 4.2m (13ft 9in) and with tailswipe no longer a problem a tighter steering lock angle can be used — in this case 55°, giving even tighter steering than a Dart, which manages 53°.

Overall length is either 9.9m with a 5.25m wheelbase or 10.45m with a 5.8m wheelbase, and a one-door long-wheelbase bus with a spiral staircase and four priority seats could seat up to 84 (51 upstairs, 33 down), with 10 less on a 9.9m vehicle (47 upstairs, 27 down). Alexander, East Lincs and Plaxton will all body it, the last with the new President body, and there are already orders for all three builders. Full production is due for October, with the first in service by early-1999. Retail prices for complete vehicles are quoted at around £123-125,000.

Increased capacity

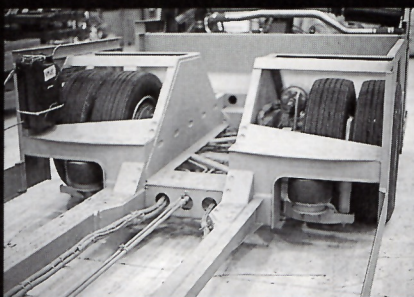
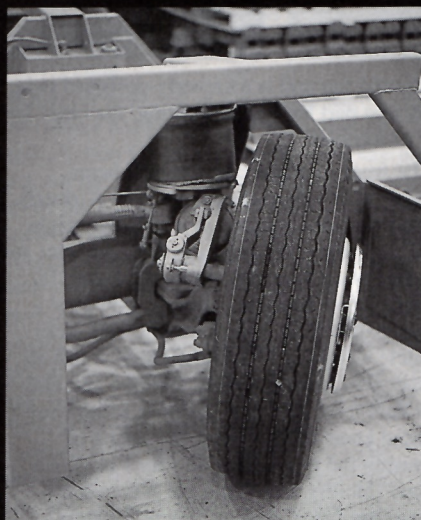
Prior to the start of Trident production, Dennis has opened a new extension to its factory. It incorporates new paint booths, enabling Dennis to apply corrosion protection to all its chassis in-house, and giving the potential for painting 15m vehicles. It also incorporates new chassis assembly bays, in which chassis frames are assembled before moving into the main

factory for fitting out with components. This process is now done on a bay basis, with teams taking a bare chassis frame right through to completion. Dennis is currently producing 52 chassis a week, including 12 three-axle Tridents and three Dragons. The extension gives Dennis the capability to build up to 3,000 chassis a year; previous capacity was around 2,000.

With accessible double-deckers required by law from 2002, the Trident looks well-placed to pick up future business. Already Stagecoach represents a new customer for Dennis double-deckers in the UK, and there are likely to be more for this straightforward, no-nonsense yet innovative chassis.

SPECIFICATION

Engine:	Cummins C-series Euro 2 six-cylinder turbocharged, intercooled 8.27litre diesel. Power: 220bhp or 245bhp @ 2,200rpm; torque: 800Nm (590lb ft) or 1,025Nm (756lb ft) @ 1,400rpm
Gearbox:	Voith D.851.3 three-speed or ZF 4HP500 four-speed or 5HP500 five-speed automatic with dropped angle drive
Front axle:	Kirkstall S75ULF deep drop I-beam, capacity 7.5tonnes. ZF 8098 steering gear, two 305mm air springs, multilink location, anti-roll bar, two double-acting dampers
Rear axle:	ZF AV-132 drop centre axle, capacity 13tonnes. 5.13:1 final drive with Voith (top speed 48mph), or 5.74:1 with ZF, top speed 46mph in fourth, 56mph in fifth. Four 255mm air springs, multilink location, anti-roll bar, four double-acting dampers
Wheelbase:	5.25m for 9.9m overall length; 5.8 for 10.45m overall length.
Front overhang:	2,288mm (frame)
Rear overhang:	2,150mm (frame)
Overall width:	Up to 2.55m

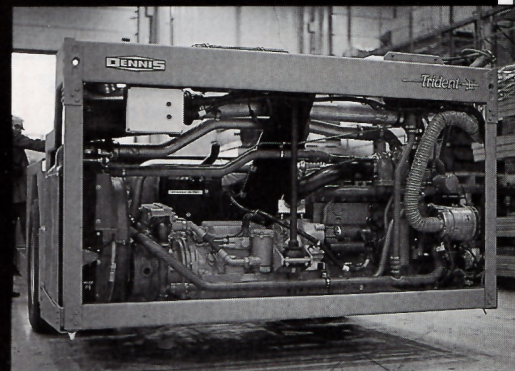


Top left:
The Trident has a 55° steering deflection, greater even than the Dart.

Above left:
The substantial cross member ahead of the rear axle, with location for the rear suspension.

Top right:
The neat and tidy installation of the Cummins C-series engine and Voith transmission. The radiator and intercooler are on the nearside of the engine bay.

Above right:
Dennis's factory extension has new spray booths on which chassis can be rotated to ensure even coverage of anti-corrosion materials. A high-quality black finish is applied first, over which goes the grey Mebon coating.



SPECIAL READER OFFER

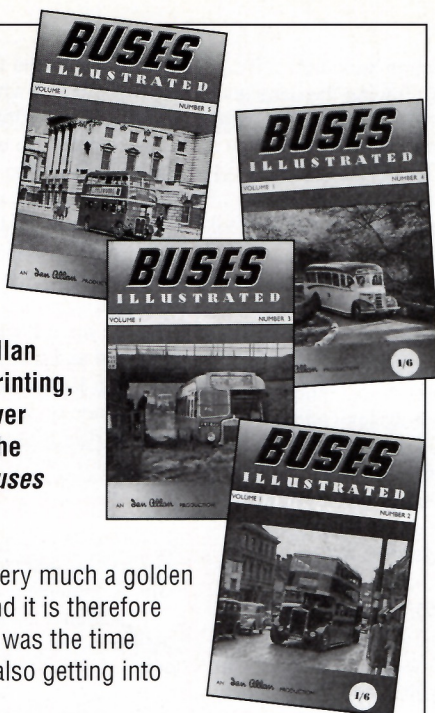
Following the success of our limited edition reprint of *Buses Illustrated* No 1, Ian Allan Publishing will be reprinting, on a quarterly basis over the next three years, the remaining issues of *Buses Illustrated* Nos 2-12.

The early 1950s were very much a golden age of British buses, and it is therefore not surprising that this was the time *Buses Illustrated* was also getting into its stride.

Edited by one of the best-known transport experts of this time, Charles S. Dunbar, these early issues of *Buses Illustrated* are highly collectable and have long been out of print. During the course of 1998 we intend to reprint issues Nos 2-5. Issue No 2 was first published in Jan/Feb 1950, No 3 in March 1950, No 4 in April 1950 and No 5 in May 1950.

IAN ALLAN
Publishing

DEMAND WILL BE HIGH – ORDER TODAY!



BUSES ILLUSTRATED To: Ian Allan Ltd, Buses Illustrated, Coombelands House, Coombelands Lane, Addlestone, Surrey KT15 1HY.

Please tick as appropriate:-

(All prices include UK postage + packing. Overseas customers please add 50p per individual magazine and £2 for subscriptions).

- ☐ I would like to order _____ copy(ies) of *Buses Illustrated* No 2 @ **£2.95**
- ☐ I would like to order _____ copy(ies) of *Buses Illustrated* No 3 @ **£2.95**
- ☐ I would like to order _____ copy(ies) of *Buses Illustrated* No 4 @ **£2.95**
- ☐ I would like to order _____ copy(ies) of *Buses Illustrated* No 5 @ **£2.95**
- ☐ I would like to take out a 1 year subscription to *Buses Illustrated* and receive Issues Nos 2-5 on a quarterly basis during 1998. Cost: **£10.50** (inc UK p&p. Overseas customers please add **£2.00** p&p).
- ☐ I would like my magazines sent out in hard-back envelopes for an extra 50p per copy.
- ☐ Please send me a *Buses Illustrated* binder. Only **£5.95** inc UK p&p. Overseas please add **£1.50**

Name _____

Delivery Address _____

Postcode _____

Daytime Telephone Number _____

I enclose cheque no _____ (made payable to **Ian Allan Ltd**) for £ _____ being the total value of my order or please debit my Visa/Access card, (delete as applicable)

Card Number:

Card Expiry Date:

Cardholder Name (please print) _____

Cardholder Signature _____

Address at which card is registered if different from delivery address _____

Postcode _____

Please note, orders cannot be accepted over the telephone. Orders will be fulfilled on a strictly first-come first-served basis, only while stocks last. Please allow up to 28 days for delivery.

We are also considering a second reprint of *Buses Illustrated* No 1.
☐ Please tick if you would be interested in purchasing this magazine.

Let's face it, a Plaxton-bodied Bedford is not the sort of vehicle that would be expected to feature in this column. True, but there are some exceptions to this rule!

The Supreme title covered a range of bodies manufactured by the Scarborough coachbuilder between 1974 and 1986. In keeping with Plaxton's tried and tested policy, the Supreme had subtly changed from season to season — until 1982 when the Supreme VI came along. Similar in some respects to British Rail's InterCity 125 rolling stock, this model had a high waistline and shallow windows and in consequence gave the impression of a high floor coach although the front and rear were identical to the conventional and contemporary Supreme V.

The style was not especially popular and survived barely one season in build, although it did appear on a surprisingly wide range of chassis comprising Bedford, DAF, Ford, Leyland and Volvo. It is believed that a total of 114 bodies were built on 10, 11 and 12 metre, righthand drive chassis, all for the home market. Of the shortest version, only three were constructed, the rest being split in a ratio

of two thirds to one third between 11 and 12 metre models. The 10 metre versions were to be found on Bedford YMP chassis as illustrated by ARF 565Y, a 45-seater new in August 1982 to the old-established Staffordshire independent, Warrington's of Ilam. For the record this was also the only one in normal psv use, the other two (VWB 216Y and A301 XWF) being bought by South Yorkshire Police.

THE FENTON FILE

**MIKE FENTON on a rare
Bedford/Plaxton**



ARF 565Y was the only 10m Plaxton Supreme to go into PSV service. It is based on a Bedford YMP and is seen with Warrington's of Ilam.
MIKE FENTON

Bus deregulation in 1986 caused a lot of upheaval throughout the country, but nowhere were its effects as destructive as in the South Wales valleys. Only Islwyn Borough Council has managed to survive of the former municipal operators. Four have gone, but an even greater loss was that of National Welsh, probably the biggest casualty of deregulation.

A Telling story

The end of National Welsh was described in *Buses* April and May 1992. At that time a consortium led by Julian Peddle bought the operations centred on the Porth depot from the receivers and established Rhondda Buses Ltd. Operations commenced from 5 February 1992, initially using the operating licence of Tellings-Golden Miller. The new company became the legal operator of the vehicles from 10 May 1992.

Shortly after Rhondda was established the receivers closed the National Welsh depot in Caerphilly so Rhondda took the opportunity to set up an operation there. Cyril Evans of Senghenydd had started a network in

Caerphilly after deregulation and had expanded significantly following the demise of firstly Inter Valley Link (the former Rhymney Valley District Council) and then National Welsh. These local bus services were acquired on 15 May 1993 and the operations in that area were then combined into one unit, ultimately centred on a depot at Bedwas (opened in 1995) and using the fleetname Caerphilly Busways.

Rhondda had initially divested itself of any long-distance coach services but in 1994 it took over the Traws-Cambria operation, along with two vehicles, from Tellings-Golden Miller. One of these coaches, 900, a 1983 Van Hool-bodied Volvo B10M, is still the regular vehicle for that route, despite its age. It now works from the Parfitt's depot, to which the operation was transferred from the beginning of 1996.

Parfitt's at Rhymney Bridge had also developed a network of local services, this time around the three towns of Merthyr Tydfil — in which area Parfitt had inherited services worked originally by another failed municipal operator, Merthyr Tydfil Transport — Tredegar and Bargoed. These were acquired from

1 April 1995 and the company continued for some time as a wholly-owned subsidiary. Local services in Merthyr Tydfil were abandoned as they suffered from competition. The coach interests, with the exception of the Traws-Cambria service, were sold to Harris's of Pengam in 1996. In 1997 the Rhymney Bridge site was vacated in favour of one at Phillipstown, New Tredegar and at the same time the activities were more fully integrated into the main fleet. Legal lettering was changed and the Caerphilly Busways fleetname adopted. However, as this change has only been made on repaint the Parfitt's name has not yet disappeared.

A strange alliance

Reference to 'Fleet News' is usually a reliable method for determining who is owned by whom. However, the apparent total independence of Rhondda Buses Ltd that this method would indicate was far from the whole story. Although the company was independent, with about 60% owned by the major shareholder, Julian Peddle, it was unique in being partially owned by all three major groups, FirstBus, Stagecoach and Arriva until

ALL CHANGE FOR THE RHONDDA

On 22 December 1997 Rhondda Buses Ltd was bought by Stagecoach, bringing to an end an interesting era of bus operation in the famous valley. DAVID BEILBY looks back over the company's short independent existence



Stagecoach acquired the 90% which it didn't already own in December.

All these ownerships can be traced back to the formation of the company and result from takeovers of the original financiers, who by a quirk of fate all went to different groups. The FirstBus holding of about 20% came through its acquisition of PMT, which had put money into the formation of the company, Stagecoach acquired its original 10% with the business of Western Travel, and the Arriva ownership came through the Cowie ownership of Stevensons of Uttoxeter with which Julian Peddle had been closely associated.

Advantage was taken of this joint ownership to bring benefits to Rhondda, particularly by using the buying power of these large groups. It also provided a certain level of protection from competition in that other operators would not lightly tackle a company with such formidable backing.

A single-deck fleet

Since the withdrawal in early 1997 of the last double-decker, a Bristol VRT acquired on formation from National Welsh, the fleet at takeover was entirely single-deck. However it was still notable for its age profile and its

variety. Heavy investment resulted in a fleet in which more than 70% of the vehicles were less than five years old. There was, however, still a handful of quite old machines which tended to lift the average age. The oldest were two Leyland Nationals from 1979, acquired with the Parfitt's business and still operating from Phillipstown.

Of just 100 vehicles in the fleet there were 13 different chassis, and often many variations on the same model. An excellent illustration of the last aspect is the company's 33 Dennis Darts which were on three different length chassis (9m, 9.8m and 10.8m SLF) and had four bodybuilders (Wright, Plaxton, Marshall and Northern Counties). On top of that there were three styles of Wright body and two of Marshall!

The original livery was largely maroon and proved not to weather very well. The Cyril Evans livery of maroon, cream and red was therefore adopted and looked very smart. These liveries can still be seen together, along with Parfitt's cream and red. There are also one or two advertising liveries but these most definitely do not merit any further description! At the time of writing the Stagecoach colours

have appeared on just one vehicle, one of the Optare Prisma-bodied Mercedes O.405s, but are likely to spread quickly to the rest of the fleet.

Operations

It is too early for the takeover to have any impact on operations but as Rhondda and Stagecoach Red & White ran complementary networks there is little scope for rationalisation. There is only one corridor

Main picture:

Rhondda Plaxton-bodied Dennis Dart 88 nears the top of the 800ft climb out of Aberdare on a sunny evening last September. It has just completed a day's duty on the Porthcawl to Aberdare service and is returning dead to depot, hence the blind display.

DAVID BEILBY

Below:

Rhondda 64 is one of the early Dennis Darts with the Wright Handybus body featuring the distinctive RF-style windscreen. It is seen at the Rhondda Heritage Centre, the former Lewis Merthyr colliery, dwarfed by the winding house for the Trefor shaft.

DAVID BEILBY





to Pontypridd is now much improved with a bus every 15 minutes, of which one per hour is worked by Shamrock Travel. When operated jointly by Taff-Ely and Rhymney Valley councils the route used to be hourly, requiring one bus. This was achieved by alternate weeks of morning and afternoon running by each operator.

As well as the Newport-Bargoed service mentioned earlier, north of Caerphilly there is a group of services operating to Nelson and to Bargoed via either Gelligaer or Cefn Hengoed. These services are all worked jointly with Harris's of Pengam. Services worked from the Bedwas depot are almost exclusively operated by Mercedes minibuses or the nine Plaxton-bodied Volvo B6s, which are concentrated at that depot.

North of Bargoed is served by the former Parfitt's services. There is a highly-integrated group of services numbered 1 to 5 which provide three alternative links between Bargoed and Rhymney and there split to either serve Merthyr or Tredegar. In addition local services are provided from Tredegar to Cefn Golau and to Rhymney via Rhymney Bridge. The latter place used to be an important interchange point between the valley trunk services from Merthyr and Tredegar to Newport but nowadays the only connections between services are made at the Royal in Rhymney. Three of the low-floor Dennis Darts are route-branded for the Bargoed to Merthyr and Tredegar services but otherwise these services are worked by a seemingly indiscriminate mixture of Dennis Darts, Leyland Nationals, Leyland Swifts and Metroriders.

The only service remaining to be described is one completely different in character to the others. This is the previously-mentioned Traws-Cambria service from Cardiff to Holyhead. This is operated jointly with Crosville Cymru and in fact is not at present strictly a through service as crews and vehicles change over at Aberystwyth to allow them to return to base each night, although through tickets are available. The company is taking steps to improve the quality of this service, as this need to change vehicles, combined with the age of the regular coach, does not in its view constitute a quality product. Such a step requires discussion with the joint operator and it is envisaged that vehicles in a dedicated livery, using the strong Traws-Cambria brand, will work through with only the drivers changing en route.

Although the local rail network does offer some similar journey opportunities to the buses, the two modes are seen more as complementary. The train can offer much better journey times along the main valley corridors, but cannot give the penetration that the bus can achieve. Rail Link services are operated in both Rhondda valleys to connect with the train and offer through ticketing. These are intended for rail passengers only and are not worked by Rhondda.

However, from 29 September last the Tredegar-Pontlottyn service (20) was revised to operate both as a local service and as a rail feeder service offering through tickets. The terminus was changed from Pontlottyn to Rhymney station and the timetable was given minor adjustments to connect with the train service. The vehicle which operates it has been



When it comes to its home territory, though, the company is dominant to the extent of being almost a monopoly supplier in the Rhondda valleys and the upper Rhymney valley, echoing the position of its illustrious predecessor, the Rhondda Transport Company.

For the benefit of those not familiar with the area the Rhondda is a pair of valleys, the Rhondda Fawr, which starts above Treherbert, and the Rhondda Fach (little Rhondda) which has Maerdy at its head. The two branches meet at Porth, which is where

the depot and offices are located. The steep-sided valleys limit the opportunities for getting into and out of them and as a result the main services tend to follow the rivers.

There are three types of service in each valley. Express services to Cardiff either via Pontypridd or Talbot Green, local services to Pontypridd and finally services of a more local nature which serve settlements not on the main valley road. Of these the express services are worked by the premium vehicles, such as the pair of Mercedes 405s, Leyland Tigers, Leyland Lynxes or Volvo B10Ms. The local services are worked by the Dennis Darts and the others by Mercedes minibuses or some of the few remaining Metroriders which were new to Rhymney Valley.

There are two routes which do not fit into this pattern. The 171 runs from Blaenllechau in the Rhondda Fach to Clydach Vale, near Tonypany in the Rhondda Fawr. The mammoth (36 miles long) and mountainous 172 runs from Aberdare to Porthcawl and is a former Red & White service that historically was the only route in the Rhondda valleys not at least jointly worked by the Rhondda Transport Company. These two routes share a common section over Penrhys mountain which takes them from one valley to the other.

Local operations in Caerphilly are a conventional pattern of radial routes which are, in the main, jointly operated and marketed with City of Cardiff. The link from Caerphilly

which sees significant competition, which is the Cardiff-Pontypridd road where the routes from Cardiff into the Rhondda valleys run alongside Shamrock Travel's service from Cardiff to Aberdare. However, even this competition is not of the destructive nature once seen. More notable are the joint operations centred on Caerphilly, where local services are run in conjunction with Cardiff Bus. Also passing through the town is the Newport-Bargoed service, which was operated jointly with Stagecoach Red & White.

Top:

The solitary low-floor Dart working from Porth is 54 (P54 XBO), with a Wright Crusader body. It is seen here in Tylorstown with evidence of Rhondda's past industrial history visible in the form of landscaped slagheaps on the far side of the valley.

DAVID BEILBY

Above:

Parfitt's 397 (BYW 397V) is one of two Leyland National 1s still in service and is entering Rhymney on the Bargoed to Tredegar service. In independent days Parfitts amassed a substantial fleet of ex-London Leyland Nationals; this one was new to LT as LS397.

DAVID BEILBY

repainted in a special livery which is not unlike the final National Welsh scheme, but actually uses the colours and dragon motif of the Cardiff Railway Company, the Valleys rail operator with which Rhondda worked closely to establish the new link. A high-profile launch was made by Peter Hain MP, Welsh Office Minister, on 20 October and whilst admittedly starting from a very low base this service has already seen a doubling of patronage. It is branded as 'The Bus that Meets the Train' in an attempt to place greater emphasis on integration than the usual Rail Link. The slogan was again used on another similar link, this time from Blackwood to Ystrad Mynach, which started operation on 17 November. Due to the limited space at Ystrad Mynach station this service is worked by the solitary 12-seat Mercedes L307D based at Phillipstown.

Local partnerships

Rhondda Buses has good relationships with the local authorities and this has recently borne fruit in the Rhondda Fawr with a package of corridor enhancements. These include new bus stops, incorporating the name of the stop, which are (at present!) vandal-resistant, and bus stop clearways.

The new unitary authority of Caerphilly is one of the leaders in publicity, as readers of Barry Doe's column will be aware. Operations in this area are therefore beneficiaries of this in the form of an excellent route map and timetable leaflets which make imaginative use of colour. This authority also assisted in the improvements to the 20 service by providing a new shelter at Rhymney station at very short notice. Sadly, elements of the local populace were not appreciative and vandalised it within three weeks.

Rhondda serves areas which have some of the lowest car ownership levels in the country. In Ferndale over 50% of the households do not own a car, compared to a national average of 33.4%. This poses the challenge for the future, to retain the relatively high market share that the bus enjoys in such districts, and at the same time increase it in some of the quite affluent areas also served by Rhondda buses.

Full circle?

Rhondda has seen many changes in the last 30 years and the name has appeared and disappeared from buses with monotonous regularity. It would be a brave man who predicted with confidence that no major changes lay ahead. In the short term, however, it is likely that operations will be merged with those of Stagecoach Red & White which, as well as having depots in the Eastern Valleys, also has one in Aberdare. In National Welsh days Aberdare and Porth depots were under common management and this situation would seem likely to return.

I would like to thank Leo Markham and Stephen Wren, Managing Director and Traffic Manager respectively of Rhondda Buses Ltd, for their valuable and willing assistance in the preparation of this article. The company may only have had a short existence, but in those few years of Julian Peddle's ownership it turned a motley and run-down collection of inherited vehicles into a modern and smart fleet that could bear the Rhondda name with pride.

RHONDDA FLEET SUMMARY 22 December 1997

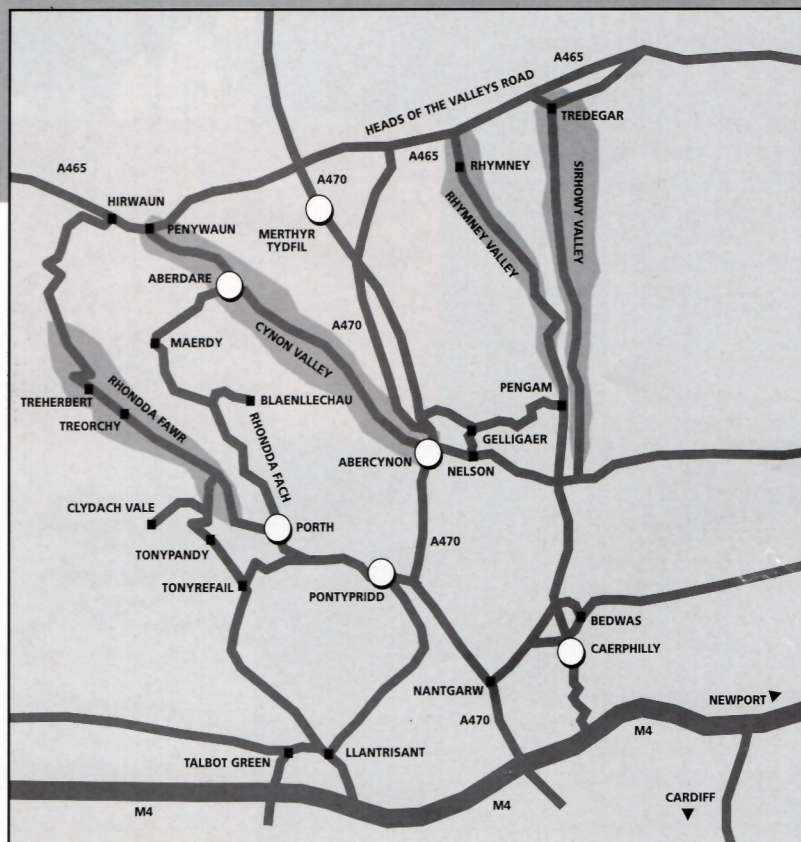
CHASSIS	BODY	NO IN FLEET
Mercedes-Benz O.405	Optare	2
Leyland Lynx	(3 x Mk1, 2 x Mk2)	5
Leyland National		3
Leyland Tiger	2 Duple, 1 Plaxton, 1 East Lancs (all bus)	4
Volvo B10M	2 Van Hool (1 bus, 1 coach), 1 East Lancs (bus)	3
Leyland Leopard	Plaxton	1
Dennis Dorchester	Plaxton	1
9m Dennis Dart	8 Plaxton, 5 Wright, 3 Marshall, 1 Northern Counties	17
9.8m Dennis Dart	6 Plaxton, 4 Wright, 2 Marshall	12
10.8m Dennis Dart SLF	1 Wright, 3 Marshall	4
Volvo B6	Plaxton	9
Leyland Swift	1 Reeve Burgess, 2 Wadham Stringer	3
MCW Metrorider	(1 long, 4 short)	5
Optare Metrorider	(all long)	5
Mercedes-Benz 811D	UVG	1
Mercedes-Benz 711D	10 Plaxton, 9 UVG	19
Mercedes-Benz 709D	Plaxton	3
Mercedes-Benz 608D	Alexander	2
Mercedes-Benz 307D	Pilcher Green	1
Total		100

61 Rhondda, 22 Caerphilly Busways, 17 Parfitts.



The first Rhondda bus painted in Stagecoach livery is Optare Prisma 550 (N550 MTG).
JOHN JONES

Below:
Map of the complete Rhondda Bus operating area.



VOITH

More than just a gearbox

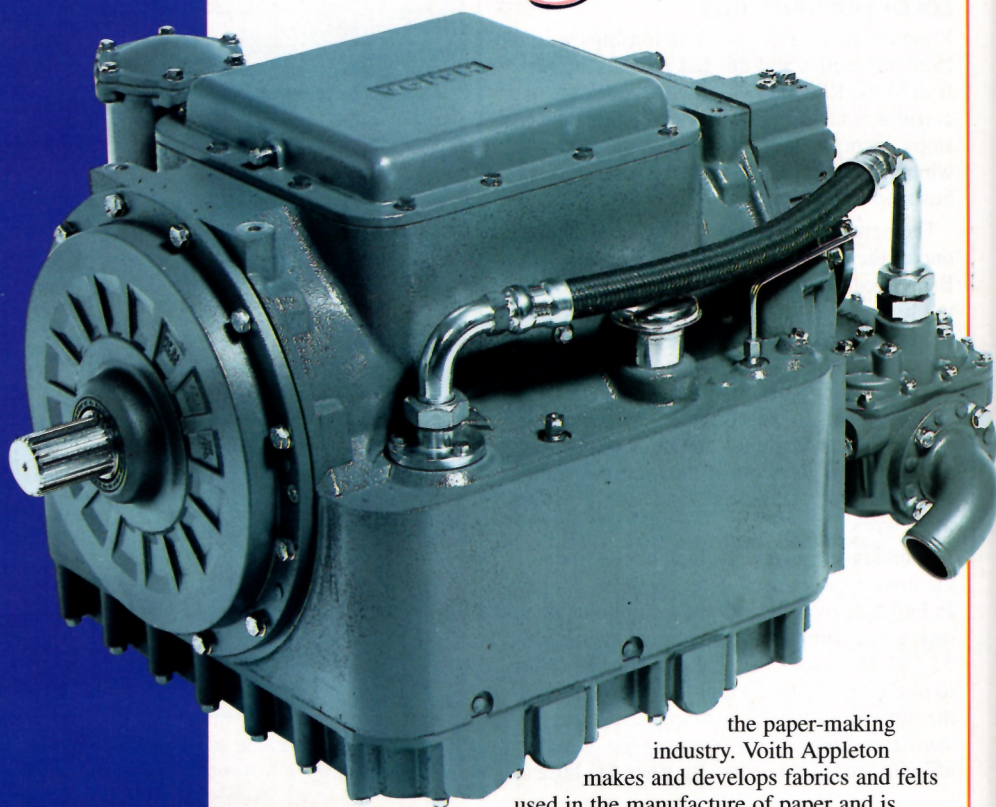
Fluid drive in buses is nothing new. Both Daimler and AEC had used fluid drive in buses well before the war as a means of easing life for the driver, while later on in the 1930s manufacturers in various countries were experimenting with torque converters to replace conventional clutches and gearboxes. While Leyland and Crossley in particular were developing such systems, neither of which was to lead to anything significant, in Germany the firm of J. M. Voith was experimenting in similar fields, to rather greater effect. By 1935 it had an automatic bus transmission in production, though five years earlier had installed hydrodynamic torque converter transmissions into diesel railcars.

Voith — a large multi-national company

Johann Matthäus Voith had been a locksmith based in the German town of Heidenheim, near Stuttgart. He was sent to the Paris World Exhibition by the King of Württemberg in 1855 and had come back with the conviction that large factories rather than small workshops were the future for engineering. His company, which was to become the largest engineering business in the country by the turn of the century, with 1,000 employees, producing machinery for the paper industry, developed in line with that conviction. It also worked to improve the water wheels which provided power for the factory and in 1870 began to produce water turbines.

This expertise was to give the business its core; most of its early developments were in the field of hydrodynamics. In 1903 it built the most powerful spiral turbines of the time, 12,000hp units for the Niagara Power Station. As early as 1905 Voith formed a partnership with an electrical engineer, Professor Hermann Föttinger, to develop his invention of hydrodynamic transmission and this work formed the basis for much of the company's expertise today.

Voith is still based in Heidenheim, but has two other factories in Germany, at Crailsheim, about 50 miles from Heidenheim, and at Munich, where it builds bus transmissions. Worldwide it employs some 13,000 people and has marketing companies in 27 countries. Turnover for 1995/96 was 3.56 billion DM (just over £1 billion). Manufacture is in four divisions under the J. M. Voith GmbH holding company. Largest of the four is Voith Sulzer Paper Technology, based in Heidenheim, which makes specialist heavy machinery for



Voith is one of three major transmission suppliers on the British citybus market. But there is much more to the company than bus gearboxes, as STEPHEN MORRIS has been discovering

Above:

The current-generation Voith DIWA transmission. At the back of the gearbox is the oil cooler. The torque converter is fitted in the middle of the gearbox.

the paper-making industry. Voith Appleton makes and develops fabrics and felts used in the manufacture of paper and is based in Appleton, USA. Voith Hydro Fluid Machinery, also based in Heidenheim, produces turbines for the power generation business; its turbines are used in the world's largest hydro-electric power station, at Itaipu, in Brazil, which has an output of 14,000 megawatts, and during 1995/96 it equipped hydroelectric power stations in Argentina, Brazil and China. As well as building turbines it also supplies pumps, valves and control systems for hydroelectric power stations. Voith Hydro Fluid Machinery also produces marine equipment, not least the revolutionary Voith Schneider propeller; this device was invented in the 1920s and works perpendicular to the power plane instead of in-line to it, and the propeller vanes can be rotated to give steering as well as providing power. This gives very precise positioning for craft such as floating cranes, tugs and ferries. Voith Turbo Power Transmission, based in Crailsheim, builds gearboxes and fluid drive components for road vehicles, rail vehicles and industrial use, such as mining equipment and conveyors. Assembly of Voith's DIWA gearboxes for buses is carried out in Munich.

Voith in British buses

Such is the dominance of the two main German manufacturers in heavy bus and coach transmission in Britain that it is difficult sometimes to remember that 20 years ago, apart from manual gearboxes in certain coaches, German transmissions were almost unheard of in Britain. However Voith was known here for its rail transmissions, fitted to diesel-hydraulic locomotives built by North British in the late-1950s. Indeed today Voith is still very well-known in rail transmissions, as its units are fitted in most Sprinter and Pacer-type diesel units, having ousted SCG units in a retrofit programme in the case of the latter.

Voith's DIWA range goes back to 1950, though the present generation is more recent; the first D.851 transmissions were built from 1973. The principals in all the DIWA range are the same; unlike other transmissions which use a fluid flywheel or torque converter ahead of the gearbox, Voith uses the torque converter built into the middle of the gearbox. It is used only for first gear, with full mechanical drive in the other speeds (usually Voith gearboxes have only three speeds, though an overdrive fourth is available for higher-speed applications). In first gear the power is split between the mechanical drive and torque converter in differing proportions, and this is where the DIWA name comes from; it is short for 'Differential Wandler', German for 'differential converter'.

The torque converter, based on Föttinger's principles, comprises a turbine, or impeller, on the input side and a second turbine on the output side, with oil between, and the hydrodynamic effect of the oil being pumped by the impeller multiplies the torque, or tractive effort, of the engine to enable the inertia of the stationary bus to be overcome. The D851 series introduced electronic control and also enabled the torque converter to be used in reverse as an integral retarder to save wear on the vehicle's foundation brakes.

CIE was one of the first operators in the British Isles to try Voith transmission in buses, in Leyland Atlanteans in Dublin, in this case the D506 series which preceded the more sophisticated, electronically controlled and retarder-fitted D.851. Similar units were fitted in Atlanteans and Panthers delivered to Stockholm in the late-1960s. South Yorkshire PTE conducted tests with the D.851, also in Atlanteans, and found the transmission eminently suitable for its hilly operations in Sheffield. In particular the retarder gave excellent braking performance on downhill sections, with much reduced wear on the brakes. Leyland of course produced its own transmission for the Atlantean, though it could not offer a retarder and acceded to South Yorkshire's requirement for Voith transmission in its later Atlanteans.

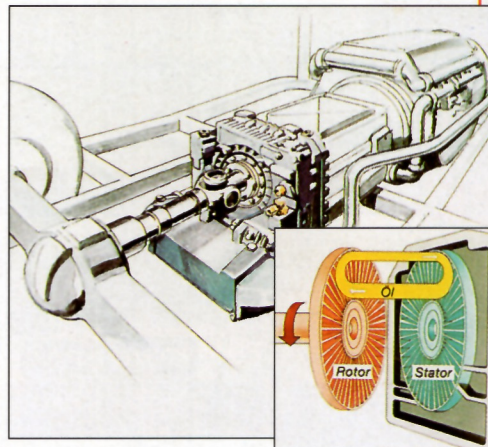
The Dennis connection

However in 1975 Dennis was contemplating a return to the bus market. It was developing a new rear-engined double-decker, which was to emerge as the Dominator. In earlier years Dennis had acquired the Mercury Truck & Tractor Company, whose product range included airport tugs; like a surprising amount of engineering products these incorporated Voith components, so Dennis was already aware of the company. It had certain specific requirements for its double-decker; one was that the transmission should be of the latest generation, and should be fitted with a retarder. This was especially important given the interest being shown by South Yorkshire with its hilly terrain. It also wanted to avoid angle drives, while using a transverse engine layout for practicality; angle drives had often shown themselves to be the Achilles' heel in transverse engine designs, and the Voith was available with a 90° output which suited the proposed layout of the Dominator.

Having done its sums, and reckoned that the Voith D.851 should match up well to a Gardner 6LXB engine, a former Leeds Daimler CVG6, which still had plenty of life left in it before its PSV certificate expired, was fitted with a Gardner 6LXB and a Voith D.851 to test the theory in practice. Voith is proud of the fact that the DIWA range is built specifically for citybus use rather than adapted for it, and with its high torque at very low revs the Gardner 6LXB was also ideal for citybus work, so the two went together extremely well. Indeed one of the strengths of the DIWA is its ability to cope with a wide range of engine types; with its top speed of only 1,850rpm the Gardner was right at the lower end of the spectrum of engine speeds, and while the Voith coped well with it, the same unit — suitably tuned, of course — was just as much at home

in Italian citybuses with Fiat engines running up to 2,700rpm.

Dennis launched the Dominator with the Gardner/Voith combination, and when MCW decided to build a complete vehicle, in the form of the Metrobus, it too went for the Gardner/Voith combination. Within a very short time the Voith D.851 became a very familiar unit and there are 6,500 Voith DIWA gearboxes in service in Britain, plus a further 4,500 in Hong Kong.



Above:

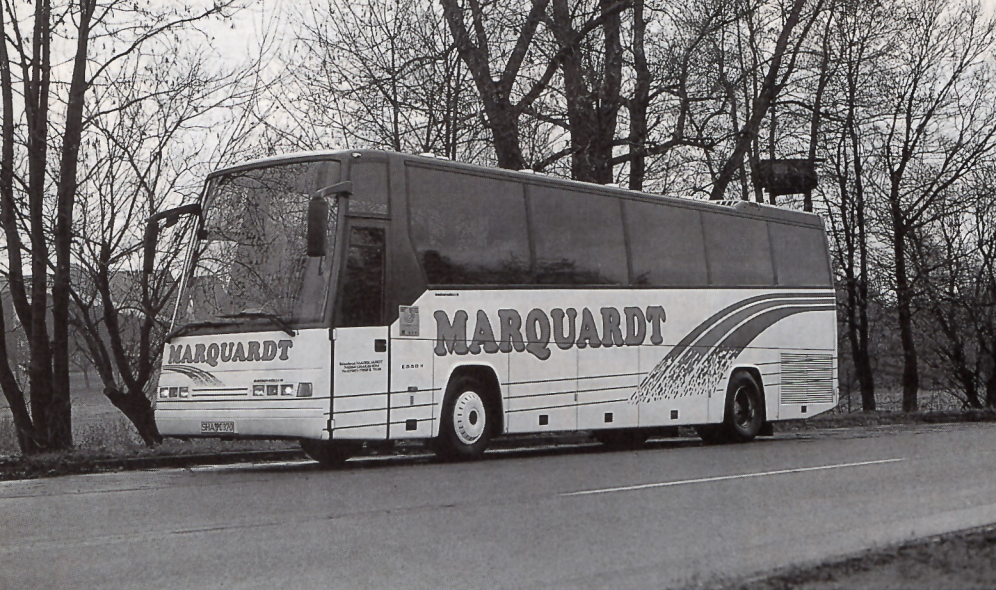
A diagram showing the installation of a Voith retarder on the back of the gearbox and the working parts inset. Oil is forced between the rotating vanes of the rotor on the propshaft and of the stator, which is cast into the housing, to create drag.

Below:

Metroline has used Voith fluid couplings in its Routemasters to overcome problems arising from the re-engining programme. Metroline was already familiar with Voith from the large number of DIWA transmissions in its Metrobus fleet, one of which is about to pass the Routemaster in Edgware Road.

M. E. LYONS





Fluid couplings

As the Voith DIWA transmission incorporates a torque converter there has been little call for its fluid couplings in the bus industry. However Voith produces a huge range of fluid couplings, some straightforward, simple units, though in a wide range of sizes, and others capable of varying the power transmission by adjusting the quantity, and therefore pressure, of the fluid between the vanes. They are ideal for industrial use, in applications such as conveyors and mining equipment; should such a piece of equipment stall for any reason the fluid couplings slip and prevent damage to other components, propulsion systems in particular. They are capable of transmitting considerable amounts of power.

A derivative of the fluid coupling has been used quite extensively in cars, especially with diesel engines, fitted between the engine and the clutch to absorb vibration.

However former London Buses subsidiary Metroline was having problems with re-engined Routemasters. The idling speed of the Cummins C-series engines was higher than the AEC units they replaced and the existing flywheels were not dissipating heat adequately. As a result the fluid flywheels were overheating, causing carbonisation of the lubricating oil, seal failures and in worst cases causing them to seize or drop their oil in heavy traffic.

Metroline has a large number of Voith gearboxes in its fleet, and so talked to Voith about the problem. Consideration was given to replacing the Routemasters' AEC gearboxes with Voith units, but these simply did not fit; on the Routemaster the gearbox is fitted under the floor at the propshaft centre bearing, instead of close-coupled to the engine as was usually the case with front-engined buses, requiring a very compact design to fit. However the replacement of the original fluid flywheel with a new Voith constant-fill fluid coupling normally used in agricultural applications has had the desired effect; Metroline has re-equipped its entire fleet of 52 Routemasters with Voith couplings, which have completely cured the problem. Not surprisingly, at least three other London operators have followed suit with their Routemasters.

Retarders

Over the years Voith has proved hydrodynamics to be capable of handling huge amounts of power in a very compact space. While this is usually used to transmit power, the same concept can be used to absorb power. Rather than having both sets of vanes rotating, by introducing a fixed set of vanes on one element the introduction of fluid between a rotating turbine and a fixed one creates a drag effect, which can be used very effectively to brake a heavy vehicle.

Voith originally introduced this concept on rail vehicles, and by 1960 Voith retarders were used on 10,000ton trains through the Rocky Mountains in America. They were capable of braking such trains on 3% gradients (approx 1 in 30). In 1964 a certain Herr Kässbohrer, a well-known builder of coaches from Ulm, observed one of these trains coming to a well-controlled halt with no brake squeal, sparks etc, and decided he wanted a similar system for



Dennis continued the Voith connection with subsequent full-size models, such as the Falcon and Dorchester, though the square shape of the gearbox did not suit its in-line rear drivelines well and Dennis turned to ZF for the Lance and the Arrow. However the Voith D851.3, complete with Voith's own 80° angle drive, is standard in the new two-axle Trident, which has a transverse engine. This is the first time that Dennis has married up the Cummins C-series engine and Voith gearbox, and it is thought that Polish builder Csepel is the only other builder to offer this combination. ZF is offered as an option.

DIWA today

Currently the Voith DIWA, in its latest D.851.3 version, is the best-selling bus transmission in Britain. This is partly due to the fact that Stagecoach has chosen to specify it as standard in all its heavy buses; in addition to the forthcoming 100 Dennis Tridents for London service, Stagecoach has specified Voith in recent deliveries of Volvo B10Ms and Olympians. Another big user is Travel West Midlands, which, following on from its large fleet of Metrobuses, uses Voith transmission in its recent Volvo B10Bs and B10Ls. The Volvo concept bus shown at Coach & Bus '97 also featured Voith transmission.

Meanwhile, Scania, having offered Voith as

an option to its own transmission in the N113 chassis for some time no longer builds its own automatic, and offers Voith as standard.

Most of Voith's developments have followed a very logical progression, and while not all of its products are to do with hydrodynamics, most are and it has never produced conventional manual gearboxes. All have been built around the torque converter principle, and the current D851.3 and other '.3' gearboxes follow exactly

the same essentials as earlier DIWA transmissions, built very specifically for citybus use. That is part of their appeal, the fact that they are not a compromise, adapted from the need to make a basic component suit several purposes.

The .3 range comes in four versions, two three-speed units (D851.3 and D863.3) and two four-speed units (D854.3 and D864.3). The 863 and 864 units are designed for higher power ratings, up to 245 kW (328bhp) and higher torque, up to 1,500 Nm (1,100lbf/ft), as opposed to 205kW (275bhp) and 1,050 Nm (775lbf/ft) for the 851 and 854. Compared with the earlier versions, they have a larger torque converter, up to 360mm diameter from 342mm, and they have rather more sophisticated electronics. They are suitable for use with Euro 1 and Euro 2 engines, and their electronics can be linked in to electronic diesel control on the engine. Where the engine does not have electronic control a sensor is fitted under the accelerator pedal.

Gearchanges are made as early as possible to save fuel, though gearshifts take place in accordance with driving conditions. Further fuel savings are made by automatically selecting neutral at rest. The electronics have a mapping system which controls the amount of slip in the gearbox, and can adapt automatically to produce optimum gearshift quality by adjusting the pressure in the hydraulic actuation of the gear change. Meanwhile a software package is available called DIWAGNOSIS, which enables operators who opt for it to connect a laptop computer to the electronic systems for inspection, maintenance and fault detection. When a fault is found the programme then advises the relevant test procedures and action.

Top:
The Drögmüller coach used for the retarder tests.

Above:
The prototype MAN diesel-electric bus using Voith Elvo-Drive.

his coaches. Thirty years later 100,000 Voith retarders were in operation on road vehicles, both freight and passenger, and last year the 150,000th was delivered.

The first Voith bus retarders, which went into production in 1968, were geared to the side of the gearbox, but today's units are usually fitted in line with the propshaft, either on the back of the gearbox or on the prop shaft centre bearing. One size is used for all commercial vehicle applications, and it can fit on any modern bus or lorry, so long as the engine is water-cooled; anything up to 1,100hp can be absorbed by the retarder during braking and this has to be dissipated, in the form of heat, through a heat exchanger into the vehicle's cooling system. This has a side benefit that on long descents the engine temperature is kept more constant.

Voith maintains that its unit is lighter than other types of retarder — it weighs 92kg, fully filled, and including the heat exchanger — and that it can be used for more sustained periods as it does not build up heat so rapidly. Three basic models are available, the R115H, designed primarily for lorries, for mounting offset from the gearbox, the R133, which is similar to the R115H but is designed to be mounted in-line, and the R120, designed for applications up to 20 tonnes and currently being fitted on Volvo B10Ms for Shearings.

The retarder is activated electro-pneumatically, either by a five-stage lever or from the brake pedal. Air pressure is used to force oil from the retarder's sump into the space between the rotor, driven by the prop shaft, and the fixed stator, inside the housing of the retarder, to create a drag on the prop shaft. The quantity of oil can be varied to create different amounts of braking effort.

Four of the five stages of the electronic control for the unit each give a different fixed level of braking effort, but the first stage on the hand control gives a very useful constant speed facility, which can hold the coach at a remarkably fixed speed over a long descent. This is done by monitoring the speed via a signal from the tachograph and varying the air pressure to the sump, in turn varying the oil pressure within the retarder.

Depending on rear axle ratios, the retarder

can cope with gradients of 6-7% on a 40tonner, while conveniently-placed hills, with several valleys running through them, just outside Crailsheim, gave us the opportunity to try out a Mercedes OM422-powered Drögmüller coach fitted with a Voith retarder. The constant speed facility worked with remarkable accuracy — descents were made without a flicker from the tachograph needle and without the driver having to touch the brake pedal, and a 9% gradient over 2km proved within its capabilities. For the passenger this gives greater smoothness as well as improved safety — foundation brakes are still needed to bring the coach to a halt and remain perfectly cool during the descent.

Tests on a Mercedes OF1620 citybus fitted with a Voith retarder in Rio de Janeiro, over 16 months and 160,000km showed a reduction in brake temperatures from between 300 and 350°C to 200°C after half an hour in service (with stops every 500m and an aggressive driving style brake temperatures quickly rise to these levels and stay there for the rest of the day) while front tyre temperatures came down to 50°C from 70-80°C and rear tyres from 150°C to 75-80°C on average. Brake lining life was yet more impressive; a test bus without retarder showed 60% brake wear after 9,500km, while the bus with the retarder showed negligible wear after 22,500km, suggesting a lining life of around 300,000km. The story was less clear cut on tyre life; front tyre life went up from 30,000km to 36,000km, though rear tyre life fell from 30,000km to 24,000km. However because of the reduction in tyre temperature more tyres were capable of recutting after first life, so actual consumption of tyres reduced from 93 new tyres in five years without the retarder to 66 with it. Coolant temperature was slightly higher, but more constant, with the retarder.

Hybrid drive

Voith's next major development is of a diesel-electric driveline under the name Elvo-Drive. Though Voith had never made an electric motor until the late-1980s, it was used to building equipment using low-speed, high-torque electric motors in its paper machinery. In 1987 Voith entered a licence agreement

with one Professor Weh, who had invented the transverse-flux motor, and a year later Voith had built a prototype. The transverse flux motor (TFM), which has a permanent magnet in the rotor, surrounded by electromagnets, gives a constant power characteristic which is needed for vehicles.

Voith's original intention was to develop a hub motor using TFM technology, enabling vehicles to have a completely flat floor and a diesel generator anywhere on the bus. However the cost of developing such a system was prohibitive and it was potentially over-complex, so for the time being at least Voith has adopted more of a compromise solution, using the TFM motor as the generator and using conventional electric motors produced by Siemens to drive the vehicle through a conventional axle via a cardan shaft.

The system, which is being evaluated in conjunction with MAN, uses the same electronic control unit as DIWA.3, though with new software, and gives benefits of a smoother transmission with the engine running at a constant speed instead of fluctuating as it does on a conventional bus. In this way the engine can be set at its most environmentally-friendly and fuel-efficient speed, and wear and tear is reduced. Fuel savings and noise reductions are expected and components can be common with trolleybuses and duobuses — though this aspect seems unlikely to offer much advantage in the UK! The first vehicles are due to enter service in Nurnburg shortly.

All-round engineering

While Voith has now supplied around 100,000 automatic bus transmissions, this is to some extent the tip of the iceberg for this huge engineering business. The engineering expertise across the range of its activities — all of which are related in some shape or form — is considerable, and visiting its factories one cannot help but be impressed by the sheer quality of the work going on, not to mention the huge range of activities, from massive turbines and cardan shafts down to the much smaller components needed for its DIWA gearboxes. Certainly the German reputation for engineering excellence is upheld by this old-established family business on a large scale.

Stagecoach specifies Voith transmission on its new full-size buses, such as this long-wheelbase Volvo Olympian recently delivered to Stagecoach Oxford. Not readily apparent here is the fact that the bus is dual-door. It is supplementing the usual Dennis Darts on the Blackbird Flyer service.
PHILIP LAMB



SANDERS

GEOFF MILLS examines the rapid growth of what is now North Norfolk's major bus and coach operator. Pictures by the author

To a one time British Rail employee, the chance to operate a small fleet of coaches out of a former railway station must have seemed like a dream come true. When Norman Sanders arrived at this point, some 21 years ago no-one could have foreseen the achievements which would follow during the course of the next two decades.

Norfolk move proves doubly-advantageous

Norman's early career in engineering was as a British Rail steam fitter at the large Stratford works. Subsequently, lighter engineering experience was gained as a vehicle fitter with Evan Evans Tours. Due to their son's asthmatic condition, the family was urged to leave the smog of the Metropolis and seek a better living environment. Having spent happy times as a boy at West Runton youth camp with the Boys' Brigade, and on family holidays at Cromer, the North Norfolk coast made an obvious choice, so the Sanders family moved to the pleasant town of Sheringham.

Following a short spell with Kingsland Engineering in Sheringham, Norman returned to the PSV world, working for Mascot Coaches of Norwich as head fitter at its Cromer garage. The business was later

acquired by Reynolds of Overstrand — a small family concern with a modest fleet of maroon and cream-liveried coaches. Whilst there, he was joined by his eldest son, Charles, who worked part-time in the office. (Reynolds business was sold in February 1979 to A. W. Easton of Brandiston, now Stratton Strawless.)

Norman left Reynolds in August 1975 to take on the task of maintaining George Bennett's six vehicles fleet in Holt, only to be offered the opportunity to acquire the business in the October! The proprietor had decided to retire after 17 years, so Norman hastily arranged a personal loan from his former employer and a second mortgage, resulting in the formation of Sanders Coaches on 1 December 1975. The initial fleet comprised a pair of Bedford SB1s with Harrington coachwork, a pair of Bedford VAL14/Duples, a Ford 570E/Duple, a Ford Transit minibus and an Austin Princess hearse! Problems arose with access to the Church Street garage due to badly parked cars, causing full-sized coaches to be based at a local car park and maintained at Whitmore Engineering in Briston, until a better operational centre was found. Holt had, in 1965, been a victim of the Beeching axe and an ideal site became available in the railway yard at Holt station. During the

ensuing years, the site had been occupied by Howard's Dairy, which had erected a building ideally suited for large vehicle maintenance. The company took up occupancy in August 1976. It was at this time that Paul, Norman's youngest son joined the business as a fitter.

Replacement of the 41-seaters, and an update of front line stock was achieved in the late 1970s/early 1980 by purchasing VAL70s and some 45-seaters, most of which were supplied by Yeates. After the Ford 570E left the fleet in November 1979, all subsequent full-sized coaches were Bedfords — a trend unbroken until 1992.

Local bus services acquired

Sanders' initiation into stage carriage work came in April 1980, when Albert Middleton, proprietor of Grooms Coaches, Thursford ceased trading. No vehicles were acquired as the trio operated were all Fords. Due to steady progress the fleet totalled 14 Bedfords at the end of 1980.

Initially Sanders had continued to use the existing blue and white livery, but realising many of its competitors in the locality had blue schemes, a drastic change was deemed necessary. KAA 816E, a Bedford VAM14 with Plaxton Elite C45F body, purchased from



OF HOLT

Norfolk Coachways of Attleborough in Post Office red, was given a bright orange and white scheme — inspired by an erstwhile Orange Coaches business based in Cromer. Furthermore the surname Sanders suggests a deep yellow to brown hue making the colour chosen even more appropriate.

By early 1984, the fleet contained five Bedford YMTs. These were powered by the superior 500 cu in. engine — the earlier 466 cu in.-engined Bedfords were somewhat underpowered. The newest of the YMTs (with Plaxton Supreme C53F body), was chosen to receive the livery to take the company into the 1990s. HGG 997T, acquired from Beestons of Hadleigh, Suffolk, was repainted in white with bold orange and pale blue bands, inspired by Shaw's of Coventry's then current paint scheme.

Route network expansion

Several weekly or twice weekly shopping services serving the villages in the Holt area were introduced during 1982 and 1983, but a real breakthrough in bus operation came in 1984, when Norfolk County Council's severe cut backs in rural bus subsidies gave rise to large scale pruning of services.

From 1 January that year Sanders took over the Holt/Sheringham section of Eastern Counties service 768 outside peak periods Mondays to Saturdays, with one Saturday return journey extended from Holt to Norwich. Further additional shopping services included a replacement for Eastern Counties service 462 between Holt and Fakenham via Langham on Thursdays and Saturdays. In November 1984, three Norfolk County Council subsidised services operating on Tuesdays and Fridays in the Cromer/Sheringham area were acquired from Linkwise Travel of Edingthorpe. These services had replaced Eastern Counties routes 772/775/781 in April.

August 1985 saw the Holt-Sheringham service extended via Cromer to Overstrand in competition with Eastern Counties, and shortly afterwards a Tuesday return journey was extended from Holt to King's Lynn. When Eastern Counties' Cromer depot closed, Eastons initially benefited, but from 28 July 1986 services in the Cromer/North Walsham/Mundesley passed to Sanders. By the following year some vehicles were operating out of the old Reynolds garage in Cadogan Road, Cromer. At deregulation, a Monday-Friday Wells-next-the-Sea-Fakenham service was added to the growing network, partially replacing the service operated by Dunthorne of Wells (earlier Abel of Wells). In addition several weekly excursions from North Norfolk to Norwich were registered as local services.



Enter Glaven Valley

In an attempt to separate bus operations from private hire and tours, vehicles dedicated to bus workings carried the fleet name Glaven Valley — named after a river rising in the Melton Constable area and flowing via Holt into the North Sea at Clay-next-the-Sea. The idea proved to be more confusing than helpful and was abandoned after two years. Another venture which survived a similar duration was a weekend express service from Cromer to London via Holt and Swaffham. As is often the case with such services it was patronised by Norfolk people but little used by Londoners, due at least in part to the lack of agents willing to take bookings for operations competing with National Express.

Three Fords and a Bedford were added to the fleet, when Linkwise, Edingthorpe ceased contract and bus service operation in November 1989, continuing only with private hire and tours. An earlier working arrangement with

Opposite:

Representing Sanders' modern image is WOA 521, one of four Bova Futuras currently in stock.

Top:

In May 1997, three Bedford YMTs were acquired from Fowler, Holbeach Drove. D823 UBH (760 BUS, D620 FWA) was new to Rover Bus Service, Chesham.

Above:

First recipient of the orange and white colour scheme was this 45-seat Plaxton-bodied Bedford VAM14, new to Margo, London SW16, which came via Norfolk Coachways, Attleborough in January 1979.



purpose-built office block and adjoining workshops was erected, becoming the main operational centre from May 1991.

A second base was gained in February 1992 when the business of Tom Bammant, Fakenham was taken over. With it came nine Bedford coaches, three Mercedes-Benz minibuses. However, two Leyland Tigers

were not taken into stock. Bammant's Monday to Saturday Fakenham to Kings Lynn service was an asset to the network and was extended to Wells-next-the-Sea by incorporating an existing route.

Meanwhile the Bedford mould was broken, with the acquisition for the first time of two Dennis Javelins and an ex-Wallace Arnold Volvo B10M for use on tour duties. A new service — the Summer Coastline between Mundesley and Hunstanton — was introduced on Tuesdays and Thursdays.

A third, and most significant, depot acquisition was achieved in April 1993 as a result of the liquidation of Crescent Coaches Ltd of North Walsham. Sanders purchased the assets of the company from the receivers at an advantageous price and established a worthwhile base. The one-acre site on an industrial estate included an office block and more than adequate hard standing for the 23-coach fleet (including seven Bovas), which had only been formed two years earlier in December 1990 from the business of Herbert Woods plc. (t/a Pennant Holidays, Potter Heigham). Six months later, the acquisition of P. Underwood (t/a Starlings, North Walsham) added two Bedfords, three Fords, an AEC and a DAF plus some bus services, at the same time as Linkwise's remaining assets were absorbed. A drastic fleet reduction at Wiltshires, Sea Palling added a pair of Bedfords and a pair of DAFs.

Fleet rationalisation

Sanders had thus, at this stage, inherited a mixed selection of coaches which needed pruning. Among the first to go were a Bedford

VAS, a Bova Europa and a Leyland Leopard. This last went to Eastern Counties at a time when numerous examples were being taken into stock for contract work at the Rosemary Coaches outstation in Kings Lynn — a town that regularly hosts Sanders vehicles at the busy Vancouver Centre bus station. Weeding out the non-standard vehicles left the fleet temporarily short of 53-seat contract coaches. Purely as a stop gap, three Fords were acquired to work at North Walsham. Two were ousted after four months, whilst the third survived long enough to receive fleet livery. However, by September 1994, all Fords gained from takeovers were sold and replaced by 11 Bedford YMT/Plaxton Supremes — five ex-Bakers, Weston-super-Mare (new to Barton), and three each from Tappins, Wallingford, and Lloyds, Nuneaton. These became the favoured standard bus service stock, with most having 'Sanders Services' vinyls across the tops of the windscreens.

During September 1993 services into Norwich had been intensified by the introduction of hourly frequencies from Holt via Sheringham, Cromer and Aylsham plus Mundesley via North Walsham — then operated as service numbers 34, 35, 40, 41 and 44, Mondays-Saturdays. The Mundesley service was extended to Cromer and Sheringham in May 1994 by incorporating local spurs.

Wards of Mundesley completed a deal with Sanders in 1993. Eight vehicles — three Fords, two DAFs and two Mercedes-Benz minibuses were taken into stock, but the motor trade garage premises were not acquired, causing the ex-Ward fleet to be transferred immediately to North Walsham depot. Only seven months later another opportunity arose, when Dunthorne, Wells-next-the-Sea, was put up for sale. The services were readily incorporated with existing work, but the coaches were not, being largely Duple-bodied Fords! The Crescent takeover had introduced DAF power into the fleet with rear engined Bovas and mid-engined DAF MB200s. The Ward intake included a further pair of the latter type thus helping the engineering staff to continue gaining considerable expertise with the Dutch-built chassis. It was hardly surprising therefore, that nine MB200s were bought in late 1994/early 1995 (all but one with Plaxton Supreme coachwork) as reliable work-horses for schools, service and private hire duties. This large intake ousted the then front-line coaches — a pair of Dennis Javelins with Berkhof bodywork — the only examples ever operated. Both went to Garden of Eden Coaches, Malta retaining Sanders livery and including an Alpine mural on one and a Wherry scene on the other applied to the large windowless back panels.

First service saloons

With the increased commitment to bus services involving 24 drivers employed each Monday to Friday, some new stock was justified. Accordingly a new DAF SB220/Ikarus Citibus entered service from Holt in October 1995, being joined six months later by an ex-demonstrator. Other new deliveries have included two Mercedes-Benz minibuses in mid-1996 followed by a further four in early 1997. These have been regular performers on

Roger Keymer of Aylsham lead to the acquisition of the bulk of its assets, when that business was offered for sale in May 1990. Most of the vehicles, included two DAF coaches, then alien to Sanders Bedford-biased fleet, were promptly resold. Keymer's premises — a modern ex-Betabake depot — was not purchased in the deal, and the building was later converted to a non-conformist church.

Continued expansion means new premises

A steady stream of acquisitions from a variety of sources, including many Bedford Y-types, was creating overcrowding at the old station yard. Once again new premises were sought, materialising in a one-acre site on the sizeable Hempstead Road Industrial Estate in Holt. A

Top:
First service saloon to join the fleet, in September 1995, was this Ikarus-bodied DAF SB220, N597 DWY. It is seen the following month in the Market Place, Holt.

Above:
Carrying the short-lived Glaven Valley fleet-name is this 1974 Bedford YRT with Plaxton Panorama Elite coachwork. Seen here in 1986, UNK 497M was new to Destination, London W3, but came from Morley Grey, Mildenhall in 1985.

Opposite:
This Plaxton-bodied Bedford YNV was Sanders' first new coach. Delivered in February 1986, C294 BVF later acquired the mark SJI 1630.



Norwich City services linking the University of East Anglia with the city centre and Sprowston. An opportune purchase re-introduced the Dennis Javelin, a pair fitted with Plaxton Premiere C57F coachwork. Their capacity is in demand for various school contract duties; such work forms an important aspect of the business. Three Bedford YMTs with Plaxton Derwent bodies were a milestone in the company's history, being the first used saloons taken into stock in May 1997.

Currently there are some 45 licensed bus services serving a large triangular area of

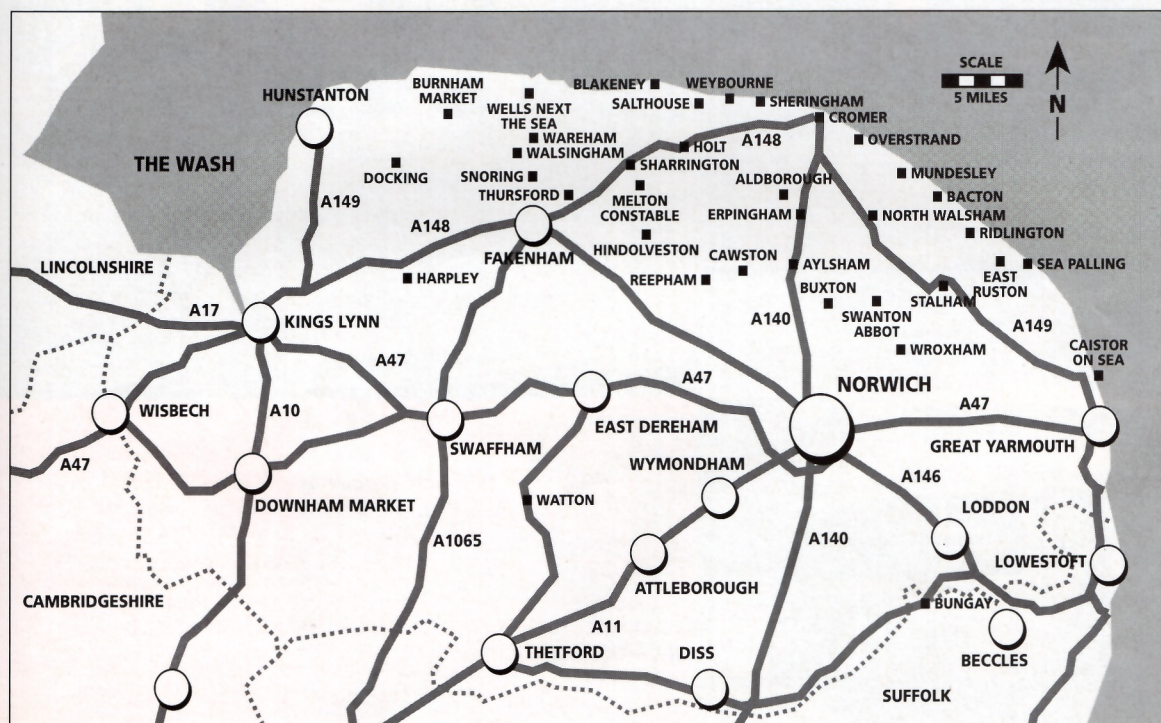
North Norfolk, bounded by the A148 Cromer-Fakenham-Kings Lynn, the A47 Kings Lynn-Swaffham-Dereham-Norwich and Norwich-North Walsham-Cromer.

Tours have been operated for over 20 years. From modest beginnings comprising a few weeks away — advertised on duplicated sheets issued solely through Holt's Market Place office — to a glossy brochure offering over 50 holiday choices with pick-ups from virtually the whole of North Norfolk above the A47 — all bookable through seven outlets.

By early December 1997, the fleet included

50 Bedfords representing the largest of the make in East Anglia and possibly in the UK. The balance of the current fleet of 94 is principally made up of 29 DAF-powered vehicles including four Bova Futuras. The minibus fleet includes 12 Mercedes Benz, eight of them bought new.

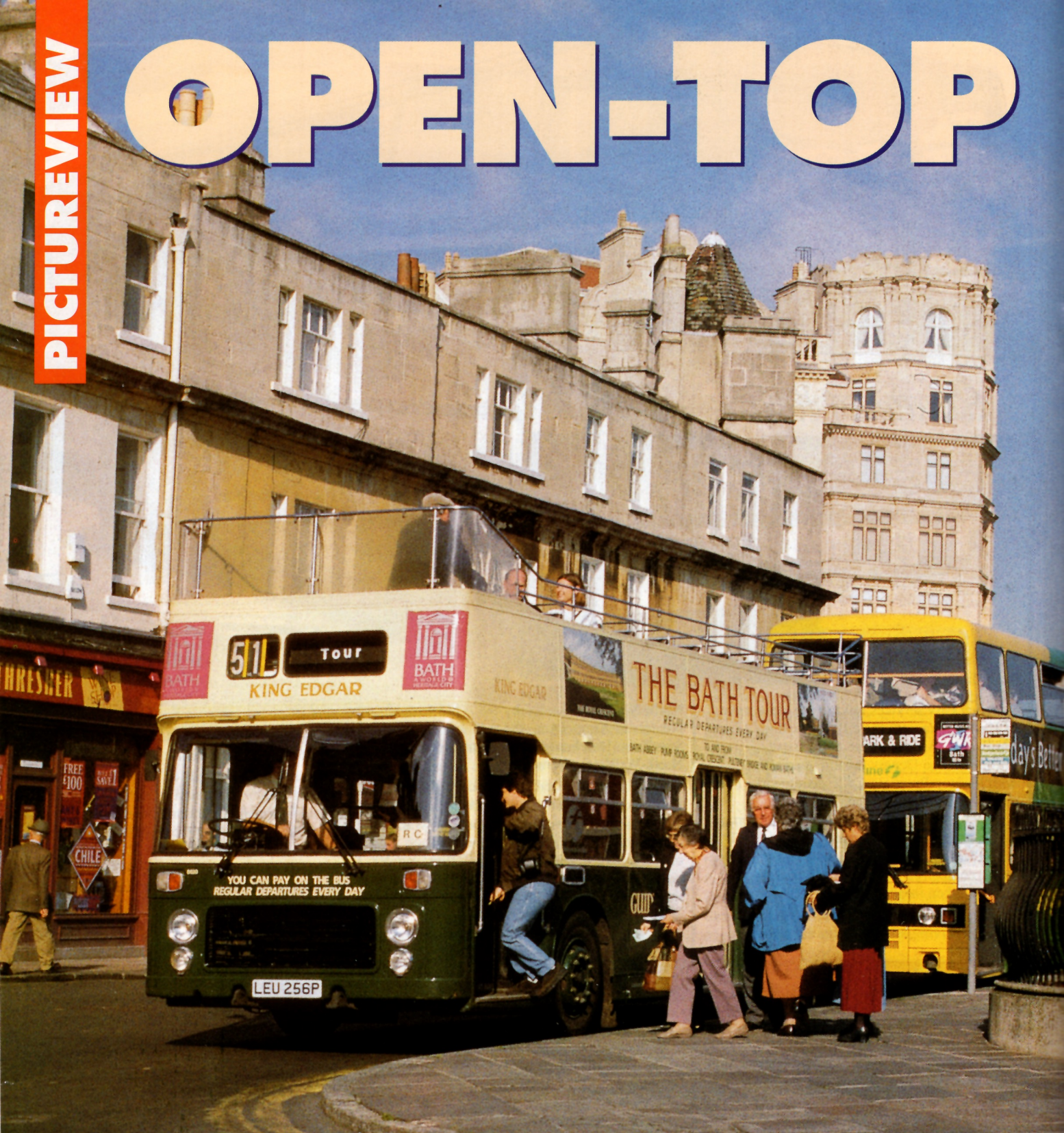
With a dedicated family at the helm the future of Sanders Coaches in North Norfolk is assured. Norman, the founder, and his wife, Gladys, still play a very active part in the business lead by eldest son, Charles. The engineering functions are the responsibility of two younger brothers, Paul who has worked on the vehicles in the fleet for the past 21 years, and Andrew the family DAF specialist based at the North Walsham depot.



In conclusion, I would like to thank the Sanders family and Mick Godfrey, Holt depot manager, for their co-operation with research into the company history. Thanks are also due for the generous assistance afforded by Peter Clark in checking all the route development details.

Left:
Sanders of
North Norfolk
bus service
operating area

OPEN-TOP



Above:

Guide Friday is now the established open-top operator in Bath. Vehicles are provided on its behalf by Badgerline, including dual-door Bristol VRT 8620 (LEU 256P).

Left:

A recently-arrived vehicle, with obvious London roots, is ex-Blue Triangle AEC Routemaster RM1783 (783 DYE), now with the Bath Bus Company — a recently formed operation undertaking open top tours, local bus and school contract work.

VARIETY

TERRY S. BLACKMAN found plenty of choice when it came to a tour of the Roman City last October.

in Bath



Above:

Another Bristol VRT plying for hire was Ryans Coaches' TNJ 598S, which began life as a convertible with Southdown.



Right:

Regency Tours was trying to tempt customers with ex-DMS2469 (OJD 469R), one of three Park Royal-bodied Leyland Fleetlines in service.

Reviews

LONDON COUNTRY BUSES IN COLOUR

MICHAEL H. C. BAKER. IAN ALLAN.
240mm x 184mm £13.99

This comprehensive book, conforming to the publisher's popular and established full-colour Heyday/Bus Scene in Colour format, belongs to neither series, but falls somewhere between the two. It looks at the huge variety of types operated by London Country, and its predecessor — the country area of London Transport — from the postwar era right up to deregulation in 1986. With the early period being surprisingly covered by recently-taken preservation pictures, the first photograph of buses in service dates from 1959, but the majority of the book comprises views taken during the 1970s. The pictures are the work of a small band of photographers, including the author, and vary from the sublime to the rather less than sublime. They are loosely arranged in a sort of suburban circular tour pre-dating the M25.

Virtually every type ever operated, including those on loan from other companies, is depicted — there being, understandably, a proliferation of RFs, RTs and RMs. However, special types and special liveries are sufficiently covered also, leading to a balanced overview. If you like garage scenes (I must confess that I don't), then there are plenty here, as there are shots of buses working in all sorts of weather, lighting conditions and environments. My particular favourite shows RT3725 catching the winter sunshine after a moderate snowfall near Reigate.

There are many books describing London's buses both past and present currently available with more promised, but if you're a collector of such books, or a devotee of this volume's format, 'London Country Buses in Colour' is likely to find a space on your bookshelf.

PHILIP LAMB

THE VOLVO BUS

DOUG JACK. VENTURE PUBLICATIONS.
A4 format 160pp £27.50

Doug Jack is already renowned for his definitive history of the Leyland bus, and also for his excellent account of its sad and controversial demise. To some extent that was a well-known story, which is not to belittle those excellent books. Conversely the story of Volvo, now really the successor to Leyland as, despite its Swedish ownership, the leading British bus builder, is not at all well-known. Many of us could reel off Leyland's major achievements, even list the different variants of PD2 from PD2/1 to PD2/41 from memory, even 30 years after the last one was built, yet had probably only been vaguely aware that Volvo built buses until we saw the first British market B58s 25 years ago.

Thus it was high time someone told the story, and who better than Doug Jack with his experience both of writing the Leyland books and his contact with Volvo as a senior manager firstly with Duple and later with Caetano, both of whom worked closely with Volvo. It is primarily a history of the Volvo bus in Britain, though the whole is put into context with an historical resumé of Volvo before it came to Britain. And therein is one of those intriguing 'what might have beens', in that Volvo almost decided in 1967 to stop building buses altogether.

It's a real story of how Volvo exploited the weaknesses of the British bus and coach builders and built on its own strengths to achieve the final conquering. For the most part everything went right for it — it picked the right people, developed the right products and, fortuitously, had the right Government policies going for it which eventually enabled it to crack Leyland's dominance of the public-sector business. Everything, that is, until the B6; the book blames the rapid development of Volvo's midi for its unfortunate reputation. But it is also a story, in the earlier years, of sheer hard graft and tenacity.

In some respects it tells the story not just of a bus manufacturer but of the British bus industry as a whole over the last 25 years. There's an enormous amount of detail in there; while this is welcome in its own right, however, it does serve sometimes to obscure the emerging picture that the book also strives to create, and at times it becomes a little disjointed as a result.

Typically for a book written by someone involved in the industry the personalities involved are given due prominence, from the initial driving force of haulier-turned-importer Jim McElvie, through to the dynamism and vision of Sandy Glennie who has led Volvo Bus in Britain for most of its time here.

The book is illustrated throughout in colour; most of the pictures show little other than the vehicle, though they serve to illustrate the great range of operators of Volvos and of uses to which they were put. Colour reproduction is a little lack-lustre however. A nice touch is the use of chassis drawings/illustrations from contemporary brochures to introduce each model described. These can also act as helpful pointers to the reader if you get a bit lost in all the detail!

This is certainly a very valuable, if rather expensive, contribution to the history of the British bus industry. Those of us who cling to memories of the 'good old days' of British buses will probably find it disturbing, but those 'good old days' recede further and further into the past and we cannot ignore important chunks of our history like this.

STEPHEN MORRIS

THE HEYDAY OF THE BUS: SCOTLAND

GAVIN BOOTH. IAN ALLAN LTD.
240mm x 185mm landscape. 80pp £13.99

This is without doubt one of the finest yet in this ever-popular series of landscape format colour volumes. The author's feeling for his native country comes across in this admirable book; it captures almost every facet of the country, summed up perhaps in the title page photo of a Fife Ailsa picking up a large queue in a wet Dunfermline and the delightful shot on the back cover of two Bannantyne buses, a Foden and an Albion, squeezing past each other in a narrow lane on Arran.

Everything else in between seems to be there; bygone urban buses in Glasgow, Edinburgh, Aberdeen and Dundee, with a fine shot of an RT in the last, Scottish Bus Group double-deckers out in the country, passing coal tips and looking almost incongruous in urban centres, MacBraynes Bedfords under a lowering sky at Lochgoilhead, an Albion Victor/Lowery Firefly of Bowmans on a narrow track on Mull... We could go on, as nearly every picture deserves honourable mention. For the reviewer,

pride of place goes to perhaps the least appealing bus, a Royal Mail Commer postbus in a glorious early evening scene at Torridon, which simply beckons you to leave suburbia behind and get on the walking boots.

The author had some definite points in his favour when compiling this book; for one thing Scottish buses remained colourful when English and Welsh ones turned drab, and even today you can find traditional-looking buses still at work. The other thing he had going for him was the work of photographers like R. L. Grieves and Iain MacGregor whose superb colour work in the 1960s has stood the test of time admirably. There's hardly a picture there that isn't a gem, and they've all been well-reproduced. Then there's the distinctive scenery, whether it's townscapes so different from the rest of Britain or glorious countryside. And the captions aren't bad, either!

The only grumble is that there are one or two scenic pictures which have been reproduced rather small, while others less appealing have a page to themselves. There's a picture of a Gibson's of Moffat ex-Lancashire United Guy Arab emerging from its shed which, even given a fascination for LUT, the reviewer would have accepted smaller to allow a glorious picture of a Lennox Bedford OB on Arran to have been given the full page it deserved. But then the reviewer is a strange person whose love of fine scenery is possibly (whisper it!) even greater than his love of buses. Well, you probably always suspected he was a heretic.

Nonetheless, this is a wonderful addition to this series and one which gave this reviewer at least a great deal of pleasure.

STEPHEN MORRIS

LONDON BUS HANDBOOK

NICHOLAS KING. CAPITAL TRANSPORT
210mm x 147mm 240pp. £17.50

This is the 19th edition of this popular title, but the first to the new format adopted by the publisher for the 'National Express Handbook' and 'London Coach Handbook' last year.

There are two clearly defined sections. The first, occupying the initial two thirds of the book, gives a short historical summary, accompanied by a proliferation of quality colour views pertaining to each operator. The remaining 80 pages give the customary fleet listings operator by operator. Included for the first time are sightseeing operators, in addition to relevant vehicles of all operators holding LT contracts. This section would benefit from the larger and bolder titles found in the pictorial section of the book.

The book has been turned on its side, adopting a landscape format to facilitate the inclusion of full-page photographs. However, some pages have two views, bringing the total number of illustrations to 200. As a result of the foregoing, this edition has become less



of a fleet book, and more of a photographic review of the current London bus scene.

This change in emphasis has resulted in a 50% increase in the number of pages, accompanied by an increase of £5 in the cover price over the previous edition published in January 1997.

PHILIP LAMB

1998 COWIE BUS HANDBOOK

BRITISH BUS PUBLISHING.

147mm x 210mm 238pp £15.00

For the last two or three years, British Bus Publishing has published, on an annual basis, with their co-operation, handbooks detailing the fleets of two of the three major bus groups — FirstGroup and Stagecoach. The take-over of British Bus by the Cowie Group has enabled publication of the third handbook to go ahead, though Cowie's changed of name to Arriva left the volume with an obsolete title. Nonetheless British Bus Publishing was able to include news of this significant development, and a photograph illustrating the new corporate livery, at the eleventh hour. We are, therefore, left with an important record of the Cowie fleet just as it changed to Arriva at the turn of the year.

The volume's format complies with the tried and tested formula, detailing in alphabetical order Arriva's constituent fleets interspersed with appropriate high quality views reproduced largely in black and white. For the first time, this is preceded by a brief history of the main constituent companies, combined with the more familiar resume of both Cowie's and British Bus's origins, the latter being traced back to Drawlane days.

Whilst no-one could argue that these handbooks are inexpensive, they do pack a proliferation of accurate information, thus providing invaluable source material for the serious enthusiast.

PHILIP LAMB

EFE WILLOWBROOK BET-STYLE SALOON

1/76th scale

Unlike Corgi's OOC model of the classic 1960s 36ft BET single-decker, EFE has chosen to model the earlier, 30ft, one (pictured below), which was popular with operators in the BET and independent sector in the late-1950s/early-1960s. It was an attractive bus, which appeared on various chassis

and in a huge variety of liveries — so there should be much scope here.

The model reflects the real thing superbly well; the overall shape is just right, especially from the rear which is particularly convincing, including the complex curve of the rear dome which is, doubtless, quite easy to get wrong in model form. The three models seen so far, in the liveries of MacBrayne, Venture and Devon General, all have different frontal treatment, done by means of painted-on chromework, grilles etc, and all are very effective. The only part which is less than convincing is the plastic windscreen, which replicates the two differently-angled panes, wiper detail etc but is just a little crude in application. But in general it's a very pleasing model, and will particularly evoke happy memories for those like the reviewer who were brought up on these things.

STEPHEN MORRIS

CORGI CLASSICS

**OPEN-TOP ROUTEMASTER 1/50th Scale
AEC Routemaster open-top**

Your reviewer has been chastised in some quarters for his harsh words regarding the Corgi AEC Routemaster casting. (*Not from me — I don't like it either!* — Ed.) Equally, I am only too happy to give credit where credit is due. Surely the whole point of chunky 1/50th scale is that it offers the most marvellous opportunity for fine detailing that just isn't possible in 1/76th. When it's bang-on, it's a delight; when it isn't, it shouts the fact.

I hereby admit defeat with the new open-top version of this casting. Appearing first as RM94 in as-outshopped by Aldenham red and cream, it looks very good. The general reservations I have previously outlined remain, but without the roof, the model takes on a new aspect entirely and really looks much different — and rather good! Corgi has gone to some trouble to enhance detail in subtle new ways, so that we have, amongst other nice touches, excellent sightseeing tour posters, set off by superb indicator displays in blue, in correct font (hooray!), even edged with black. What a difference this makes!

The top deck interior features brownish-red seats in the correct colour, with gangway in lighter brown, which looks very pleasing. Rear wheels have wheel-discs, incorrect for this 1980s incarnation of the breed but standard on this casting it seems. Front wheel-trims are left correctly in brown. Gone is the silver chassis (correctly for London) and consequently, the ugly silver-edged platform (as on

the RM254 model). The fiddly little bonnet handle is now already in place (another improvement), whilst the excellent rearview mirrors/trafficators are of the push-fit variety, as is the rear platform wall grabrail. A very nice London Transport Tour Guide badge is a pleasant extra in this 'Connoisseur Collection' package.

This really is a nice-looking model. I suspect that this limited-edition will be a sellout — it will no doubt appeal hugely to the top end of the souvenir market as well as the serious collector.

JOHN G. LIDSTONE

LONDON TRANSPORT VEHICLES

**SET OF EIGHT DRAWINGS. THE ART OF
TRANSPORT A4 size. Mounted. £5 each.**

These black and white prints, published with the blessing of Cobham Bus Museum, are collectively titled 'The Cobham Collection', and depict appropriately STL441, T31, TD95, G351, T504, STL2377, RT2775 and GS34. Each is printed on stout art paper. They are available either from Cobham Bus Museum's shop, or direct from Art of Transport, 13 Meadow Road, Clevedon, Somerset BS21 6BL. They are priced at £5 each (plus £1 post and packing), or four for £16 (post and packing £2). Please make cheques payable to J. Manwaring. A donation will be made to the museum for every print sold.

Many of the items reviewed in Buses are available from the Ian Allan Bookshops in Piccadilly Station Approach, Manchester, Stephenson Street, Birmingham, and Lower Marsh, near Waterloo station, London SE1.

Corgi's 1/76th scale OOC model of the classic 1960s 30ft BET single-decker, in the livery of Devon General.
STEPHEN MORRIS



DUCK EGG AND GLOUCESTER GREEN

Whilst Oxford's Gloucester Green bus station remains a fragment of its former size, the duck egg green-banded red and maroon buses that once frequented it continue to thrive and grow in number at the Oxford Bus Museum. Story and pictures by PHILIP LAMB.

Early birds

They say the early bird catches the worm. Nowhere is this more true than in bus preservation, where, leaving worms aside, in the 1960s, many elegant specimens — desirable additions to any serious collection of historical buses — simply succumbed to the breakers' torch, due in the main to the lack of an organised preservation movement. However there were some groups around at the time with the foresight necessary to save our bus heritage for future generations. One such group — The Oxford Bus Preservation Syndicate — was formed in 1967 to save ex-City of Oxford Motor services 703. This 1949 Willowbrook-bodied AEC Regal III was not destined to carry the famous red-based livery described above; it was instead restored to its appropriate contemporary dual-purpose livery of chocolate-maroon and cream. 703 had latterly seen service as a staff transport with local company Austin Hoy of Saunderton.

Stored initially at Percivals Coaches' premises in Oxford, 703 later returned home to Cowley Road, where it was joined in open storage by 1932 AEC Regent I JO 5403,

owned by syndicate member Nick Taylor. JO 5403 had passed to Gosport & Fareham (Provincial) in 1940. Whilst in Provincial care, it was converted to open top, but long-term plans will see the veteran restored to original condition. Due to unwanted attention by vandals, the buses moved inside, but with limited space available, and the continued growth of the collection, alternative storage became an urgent requirement. Meanwhile, another Regal III/Willowbrook — bus version no727 — was acquired from Alexander (Northern). 727 had previously seen service with Burnetts, Mintlaw, and was an early convert to OPO-operation, having had the bulkhead removed from behind the driver, and been modified 'Brighton-style' on the nearside to facilitate fare collection.

Move to Long Hanborough

By 1983, syndicate members owned 28 vehicles between them — scattered far and wide across the area. Apart from the two at Cowley Road depot, six were stored in a barn at Radnage, eight were similarly accommodated at Enstone Airfield and Shipton-on-Cherwell, with 12 in open storage at various locations including members' back gardens!

During that year an opportunity arose to lease part of the station yard at Long Hanborough — a village a few miles to the west of Oxford on the A4095. Within a week, negotiations to acquire a 20-year lease on the site were complete, and the task of assembling the collection there in the open began,



members having first donated copious quantities of blood, sweat and tears levelling the site. Reflecting this step forward, the Oxford Bus Preservation Syndicate became the Oxford Bus Museum Trust. In 1996 the site was purchased outright, through two generous loans from trust members.

A personal loan from a member allowed a pre-fabricated building (approximately 10,000sq ft) in as-new condition to be purchased in February 1984. Members, again through their own efforts, completed the erection of the building in August of that year, thus creating the Oxford Bus Museum as we know it today. Initially the building had a gravel floor throughout, but the front portion, on which stand the current running fleet, has since benefited from the addition of a concrete base. The area behind constitutes the main vehicle display area — here are to be found vehicles less-mobile, but externally restored. Also on show is an AEC Renown chassis (ex-fleet no360), and Dennis Loline 305, which has had its forward-entrance East Lancs body cut away to demonstrate the traditional method of bus construction — body on chassis.

A set of portable buildings, acquired secondhand from the London Transport Executive, and previously in use at Paddington, house a shop, tea-room and toilets, whilst a Guy recovery vehicle, appropriately liveried, inhabits an adjacent shed.

Renowned for AECs

City of Oxford was a confirmed AEC user. Even when a batch of Dennis Loline was purchased in 1961, as an alternative low-height vehicle to the eagerly-awaited AEC Bridgemaster, AEC engines were specified. It is therefore not surprising that AECs form the bulk of the collection at the museum. Apart from the Regal IIIs mentioned above, others in residence include ex-South Midland 66, a Duple-bodied coach, unlikely to be restored due to its poor condition, and a Portuguese Weymann-bodied bus, one of two foreign vehicles present — the other being a MetSec-bodied AEC Regent V, delivered new in 1966 to Kowloon Motor Bus. Other Regent Vs include two fully-restored exposed-radiator types — one lowbridge (191), one highbridge (956), both ex-COMS, whilst a similar ex-Nottingham example will probably be cannibalised for spares, leaving another City of Oxford lowbridge version with exposed radiator awaiting restoration. A more conventional concealed-radiator Regent V, 975 is currently being restored — due to their apparent size, these vehicles were known locally as Queens. 975 followed in the footsteps of the above-mentioned Regent I in later seeing service with Provincial. It did however return to Oxford via a different route, being transferred back in NBC days to City of Oxford from Hants & Dorset, which had taken it over with the Provincial operation! A full-fronted ex-East Kent example of this Park Royal-bodied bus currently resides outside in the yard.

Three AEC Regent IIIs are also in residence — all originating with City of Oxford. Again representatives of both lowbridge and highbridge types exist, as do examples of the dual-sourced Weymann and Park Royal bodywork.

Two rare vacuum-braked AEC Regal IVs remain. City of Oxford acquired four of these heavyweight single-deckers, which had synchromesh gearboxes, in 1952. Used primarily for private hire, they also saw service as Associated Motorways relief cars. Bodywork, by Willowbrook and similar in style to that used by Black & White (of which City of Oxford was part-owner), is to a 37-seat centre-entrance configuration. The current condition of both of these fine coaches is far from ideal, with only 610 restorable — 609 will be used as a source of spares. The better example, needing much frame replacement, served as staff transport with the London Brick Company after leaving Oxford.

Successor to the Regal IV, the AEC Reliance, featured prominently in the City of Oxford fleet. However, a disproportionate number survive in preservation, with currently only two, from a total of five at the museum, beginning their lives with the company. 1960 Park Royal B44F-bodied 2MU3RV-type no756 is no stranger to the rally circuit, but less known is 6MU4R-type Reliance 505 no56 (TJO 56K). This vehicle is of significance, being in 1980 the last AEC purchased by the company. It later passed to local independent Worthy of Enstone, and still carries that livery. Early years with City of Oxford were spent with the South Midland coaching wing, by then transferred, under the auspices of the National Bus Company, from Thames Valley. Employed on London express duties, it is intended that the appropriate period ivory and crimson livery be restored.

Chiltern Queens' Reliances

The remaining Reliances are all ex-Chiltern Queens. The museum's policy extends to preserving vehicles of other Oxfordshire operators — it is by no means COMS-exclusive! Probably the most interesting is YNX 478, recipient of the secondhand Duple Midland body from the solitary and unloved Dennis Pelican. The front end was rebuilt in order to fit the Reliance chassis, purchased by the company carrying a fire-damaged Duple coach body. Another Reliance not new to Chiltern Queens is 850 ABK. This stylish Duple Britannia-bodied 2MU3RA-type was new in 1962 to Don Coaches of Southsea, with whom it stayed only

briefly. Shortly after delivery, it was damaged in an accident, and sold as seen to Chiltern Queens. It passed directly from the operator to its current preservationist-owner, but after some time in use, has become temporarily laid-up, due to rear-end body corrosion, which is currently being rectified. EUD 256K, with Plaxton Derwent body completes this trio of Reliances. New to Chiltern Queens, and having been only recently retired from service, this bus, typifying Chiltern Queens' local service operations of recent years, arrived in working order and continues to run regularly.

Due largely to low railway bridges both in Oxford and at Cowley, City of Oxford maintained a fleet of both lowbridge and highbridge double-deckers — preferring the more spacious virtues of the latter whenever possible. Notices to drivers, (and to conductors sited on the platform), warned of the dire consequences of attempting to pass under said bridges in highbridge vehicles, whose fleet

Opposite:

Park Royal-bodied AEC Reliance 756 waits at Combe Mill, before returning to the museum. This 44-seat bus dates from 1960.

Below:

Leaving Combe Mill on an open day last October is ex-City of Oxford 727, a 1950 AEC Regal III/Willowbrook B32F.

Bottom:

Leaving Woodstock bound for Long Hanborough is ex-City of Oxford 191, a lowbridge Weymann-bodied AEC Regent V, new in 1956.



numbers were prefixed 'H'. Service extras were frequently indiscriminately drawn from a pool of vehicles (both highbridge and lowbridge) held at Gloucester Green — thus the need for such caution. The advent of the lowheight double-decker must have meant huge sighs of relief being heard in every department!

Apart from the example mentioned above, 304 also survives from the batch of five Dennis Lolines purchased in 1960. This vehicle is nearing completion, having recently acquired a new glass-fibre front panel and wings intended to fit a Bristol F-series Lodekka. Modifications to this material are relatively simple, and the vehicle is expected to emerge as the latest example of a fully restored vehicle.

The urgency to add more low-height double-deckers meant sizeable quantities of AEC Bridgemasters followed quickly behind the Lolines, with two examples of this uneasy-looking integral double-decker remaining in preservation. 312 was fully restored by 1978, but has not been operational since 1985, whilst short (27ft 6in) later example, 324, awaits attention.

No fewer than five examples of the later and more successful AEC Renown reside currently on the site, although one is the display chassis mentioned above, and another — 345 — exists only as a future staircase-donor to much sounder ex-driver trainer 340. The other two, Northern Counties-bodied 371 (all other Oxford survivors have Park Royal bodies) — the last Renown ever built, and 332 are both restored, but currently not licensed.

Ultra-low VRs

As mentioned the AEC era drew to a close in 1980, overlapping with that of the Daimler Fleetline. The Fleetline, typifying the early NBC years in Oxford, continued the lowheight tradition, being preferred to the series 1 and 2 Bristol VR, which at 13ft 8in was too high for the infamous bridges, and classed locally as a highbridge vehicle! Fleetline 430, a 1972 Northern Counties-bodied CRL6, with modified chassis to accommodate a centre entrance, whilst remaining 13ft 6in, awaits restoration to NBC-style glory.

The early-model VR was, however (unlike the Leyland National which Oxford, alone among NBC companies, managed to avoid), not completely *persona non grata*, and was put to work on country routes, well out of harm's way. A series 2 variant, 902, originally a

Bicester-based vehicle, has been acquired from its last owner, Merediths, Malpeth, but is in need of much attention. In better condition is 105 — one of the first coach-seated VRTs, and more notably a series 2, built to extra-lowheight. Subsequent series 3s with centre exits, could not, unlike the Fleetline, sustain chassis modifications to keep the height down, and were classed as highbridge. Latterly, the lowering of the road under the bridge in Oxford effectively converted all VRs into lowheight vehicles at a stroke, ultimately allowing the type to become the fleet's standard double-decker. Representing this era is dual-door VR 476. New in 1977, this bus spent the later years of its service life in traditional livery, and was, therefore upon withdrawal, an obvious candidate for preservation.

One vehicle unlikely to ever achieve lowbridge status is no905. This Leyland Atlantean PDR1A/1 was one of three transferred to the Oxford fleet in 1971 from Midland Red subsidiary Stratford Blue. The Northern Counties-bodied pseudo Nottingham-style highbridge double-decker was, however, no stranger to Oxford's streets, having been a regular performer on its original owner's trunk Stratford-Oxford route. Restoration of this vehicle is progressing slowly, but 905 is likely to see the road again many years before SOS REDD 1047. Responding to information that an old bus was languishing in a wood near Moreton-in-the Marsh, members were amazed to discover, virtually complete, this 1933 Midland Red gem. Clearly a major restoration project, a start has been made in removing mechanical parts, with a detailed assessment of the task underway. Another long-term restoration is that of Daimler Y-type 39, at present stripped to its frame. Other vintage museum pieces, in various states of undress are further Y-type, but double-deck, 45, AEC Regal 4 chassis CC 41, Bristol LWL6B, Thames Valley 616, an ex-Bristol Omnibus Bristol K chassis and the former Morris Works Band coach — a Morris-Commercial FF, with half-deck Wadham body, dating from 1961.

Keeping up to date

The post-deregulation period has not been forgotten, being represented by 729 — a 1986 Ford Transit. Looking at the scene in Oxford today, with double and full-size single-deckers rapidly becoming the norm, late-1980s/early-1990s scenes of legions of competing minibuses chasing each other up and down the Cornmarket are now history. This vehicle, which latterly saw service

with Midland Red South, represents therefore an important era in the development of Oxford's bus services.

As to the future, the need to extend and improve facilities is paramount. A secondhand building, capable of holding nine vehicles, has been obtained from the local Rover works. Planning permission is awaited to erect it as a workshop behind the existing facility. A further building, to be used as a running shed, and also housing new canteen, shop and toilet facilities, will subsequently be erected to the east of the site.

The museum is open every Sunday throughout the year, with three or four special open days (see next month's Rally Calendar & Museum Guide for details.) On special open days, free bus services operate to Woodstock, and to Combe Mill — a live-steam saw mill. We would like to thank members of the Oxford Bus Museum for their valuable help in the preparation of this article.



Above:
On its first outing as a preserved bus, ex-Chiltern Queens EUD 256K, a Plaxton-bodied AEC Reliance, rounds the circuit at Crowthorne during last year's Classic Automation.

Below:
Pioneering preservation candidate 703, a Willowbrook-bodied AEC Regal III in dual-purpose colours is seen amidst typical Oxfordshire stone buildings in Long Hanborough village.



NEW MAGAZINE ON BUS PRESERVATION

Ian Allan Publishing is to launch a new magazine, *Preserved Bus*, in late-March. The first issue goes on sale on 26 March, with its official launch at the Manchester Museum of Transport's Spring Transport Festival on 28/29 March. The Southern England official launch takes place at the Cobham Bus Museum open day, which is again sponsored by *Buses* and *Classic Bus*, on 5 April.

Preserved Bus builds on the success of the occasional Bus Preservation magazines in the *Buses Focus* series and is aimed at all enthusiasts interested in bus preservation, including those who simply like to admire well-restored old vehicles as well as those who like to get their hands dirty.

It will be a mixture of the best in preserved bus photography and wide-ranging feature articles. Regular features will include news from the world of preserved buses and museums, profiles of individual preserved buses and 'words of wisdom' from experienced preservationists, not least Jasper Pettie who will have his own regular column.

Preserved Bus will be 40 pages, A4 format, with 24 pages of colour and will cost £2.50. The editorial and design team will be the same as *Buses*, with Stephen Morris at the helm, ably assisted by Philip Lamb, while Simon Joslin, whose recent design work on *Buses* is being well received, will give the magazine a fresh, lively look.

The first issue will include a poster containing dates of rallies for 1998. Meanwhile next month's *Buses* will include the usual detailed rally calendar and museum guide; *Buses* will continue to cover the bus preservation world as it does now. However *Preserved Bus* will enable more expansive coverage of the world of preservation.

HENLEY'S RELIANCE PROGRESS

The project to restore the burnt out interior of WKG 287, a former Western Welsh AEC

Reliance, currently being undertaken by Julian Brinkworth and Glyn Bowen, at Merthyr Tydfil, has received a boost with the acquisition of a similarly-bodied Leyland Leopard. VBX 995 is an early L1 with Willowbrook bus body from Davies, Pencader. Julian Brinkworth said 'the Leopard has provided us with all the interior fittings we need with the exception of the seats, so if anyone can help us obtain a set of 1960s dual purpose seats, we'd like to hear from them'.

The Reliance will retain the livery of its previous owner, Henley's of Abertillery, but the long term aim is to restore it to the blue and cream Western Welsh coach livery as worn by this and one or two other members of the same batch.

Picture: JULIAN BRINKWORTH



PRESERVED BUS



Manchester - a major regional collection
Western Welsh in Western Wales
King Alfred behind the scenes
FREE ASSESSMENT
RALLY CALENDAR
POSTER

BUSES TO SUPPORT CLASSIC AUTO-MOTION

Classic Auto-Motion is to be renamed *Buses Classic Auto-Motion* following agreement by *Buses* to sponsor the event which takes place at the Transport Research Laboratory at Crowthorne, Berkshire on 21 June.

This year's will be the third event, and like the previous two it will feature running on the TRL test-track and small roads network, with the opportunity to ride on a wide range of vehicles. The event, organised by Classic Bus Heritage Trust, encompasses a wide range of road transport, and last year was attended by 600 vehicles of all types.

Entry forms for trade and vehicle exhibitors can be obtained by sending a stamped addressed envelope to *Buses Classic Auto-Motion*, 78 Lillibrooke Crescent, Maidenhead SL6 3XQ.

RT1 SOLD

The appeal to restore RT1 took an unexpected turn during January, when one of the respondents to the appeal made an offer to buy the vehicle outright. Following assurances from the prospective new owner that the necessary resources would be made available to undertake the work needed, the RT1 Group agreed to the sale. The RT1 Appeal has thus been wound up and all monies returned.

One of the plans for the new *Preserved Bus* magazine was to follow the restoration of RT1, and it is hoped that this may still be possible despite the changed circumstances.

ON THE MOVE

John G. Lidstone with news of buses in preservation

Former **West Yorkshire** Bristol Lodekka FS6B/ECW NWU 265D is now at the Keighley Bus Museum. It arrived on tow behind Bristol KSW6G tow-car LWR 424.

Former **Barrow** Leyland Titan PD2 tow-wagon CCO 952 hit the local headlines when brought back home by a member of the Barrow Transport Group for preservation recently. It has bodywork cut back to single-deck height and only one bay behind the cab. Two former Barrow tramcars which date back to the 1930s have been secured as well by a Merseyside enthusiast following use as holiday bungalows at Ravenglass.

Former **Brighton & Hove** Bristol VRT/SL3 convertible open-topper TPN 103S is now in full NBC green with Brighton & Hove fleetnames.

CARDIFF TROLLEYBUS PROJECT

The Cardiff Trolleybus Project is the only group in Wales that is actively restoring and promoting trolleybuses. Formed in 1992, it is currently restoring an ex-Bradford Karrier as a representative of the Llanelly system and has two ex-Cardiff vehicles in store. The Group, which is based at Barry, also aims, along with a local motorbus preservation group, to establish a Welsh National Transport Museum. Membership is £6 a year, and details are available from the project co-ordinator Keith Walker at 211 Hillrise, Llanedeyrn, Cardiff CF2 6UQ.

DENNIS AT SHOWBUS

Dennis has become one of the sponsors of EFE Showbus at Duxford on 27 September. As a result there will be a major display of Dennises and a prize for the best Dennis at the show.

SPECIAL EVENTS FOR 1998

Two commemorative events for 1998 are an extra King Alfred event on 2 May and a rear-engined rally at Wythall on Monday 31 August.

The King Alfred event is held in Winchester to commemorate the 25th anniversary of the end of King Alfred Motor Services and will comprise an exhibition, 'The King Lives On' at Winchester Resource Centre, Hyde Street, with a display of buses and open top city tours in the afternoon and then intensive operation of King Alfred buses on city services from 18.00hrs to 22.30hrs to recreate the last evening of the company. A Handbook for the event is available from Friends of King Alfred Buses, 71 New Road, Fair Oak, Eastleigh SO50 8EN, price £3 plus a 31p 9in x 6in stamped addressed envelope.

Birmingham & Midland Museum of Transport is holding its rear-engined rally for pre-1981 rear-engined buses and coaches at its premises in Wythall, Worcestershire, on August Bank Holiday Monday. The event, sponsored by *Buses*, commemorates the 40th anniversary of the first production Leyland Atlantean. Details and entry forms (sae please) from: Rear Engined Rally Organisers, Birmingham & Midland Museum of Transport, Chapel Lane, Wythall B47 6JX.

Meanwhile as announced previously the British Commercial Vehicle Museum at Leyland will be holding an event also to commemorate 40th anniversary of the Atlantean on 27 September.

Full details of this year's rally season will be published in *Buses* next month.

Alpine Travel, Llandudno

Four ex-North Western Bristol VRT/SL3s are due in stock, all new to Crosville rather appropriately — they are FTU 386T, JMB 406T, PCA 422V and WTU 499W. Also now in stock is similar, former Southern Vectis NDL 654R and Leyland Fleetlines SMS 125P and WDA 981T, the latter ex-Stuarts of Dukinfield.

Less usual acquisitions are Scania K92CRB/East Lancs B51F D164 UTO, D163 WTV which have led a chequered career thus far. Most recently they have served with North Western, Stevensons and Capital Citybus.

The business of Regina of Blaenau Ffestiniog is reported acquired along with one AEC Reliance and three DAF coaches, KFF 586P and A36 EFF, A942 TYA, B925 HFF.

Daimler Fleetline LDC 82P, Bristol LH/ECW OTC 608R and LHL/Plaxton GWY 691J have all been sold for scrap to Wigley, Carlton dealer. Leyland National NPD 127L and VRT/SL2 PRR 121L have been cannibalised.

Ambermile Group

The Headlight operation is now using Travel West Midlands B50F Leyland National 11351A/1Rs OOX 806R, TVP 850S and AOL 10/2-5T (as well as previously-reported AOL 9T) all placed in service in blue/silver. Older former WM shedmates ROK 473M and TOE 481N are also now working for Headlight (ex-Taylor/K-Line). These have been joined by yet more, in the shape of DAF-engined 11351A/1R/B50F OOX 808/12/22R and TVP 841/8S, placed in store initially at Leeds and Leyland National 2 NL106L11/1R/B42F DOC 48V placed in service at Huddersfield.

Andrews-Sheffield Omnibus, Sheffield YT

Now in stock from Yorkshire Traction is MCW Metrobus DR102/18/MCW H43/30F 1733 (GOG 160W), with Leyland National 2 2093 (A306 JFA) expected to follow. Leyland National 2s PEX 618/22W are now with Barnsley & District after all.

Another Leyland Fleetline withdrawn is 1713 (SDA 697S), followed by 1702 (NOC 594R) by the year end, reducing the type to just seven.

It is now confirmed that former South Riding Leyland Nationals NEV 680M, NTC 638M, RFM 882/93M, GOL 420N, HPF 302/23N, LMB 947P, LRB 591P, SGR 110/20R, UTU 979R, VPT 947R and CUP 659S were all cannibalised by Yorkshire Traction and their remains sold for scrap.

Aston Express, Thurcroft

New arrivals are Dennis Dart SLF/Wright Crusader B41F R529/31 YRP along with four new Optare MetroRiders, R91-4 TUA, whilst from Wilfreda-Beehive come Mercedes-Benz 811D/Optare StarRider B26F F39, 40 CWY. The Darts are allocated to service 99 (Crystal Peaks-Chesterfield/Calow). No fewer than eight vehicles in this fleet are now R-registered.

The new Optare MetroRiders have ousted their older MCW-built sisters E129 KYW, E873 NJD, E840 HAP (418 DCD, E518 EWF) and F120 VYP. The first three passed to ADT Auctions, the fourth to Express Motors of Hulland.

Avon, Moreton

The 10.5m Dennis Dart SLF/East Lancs Spryte is now delivered as R54 OCK.

Bebb, Llantwit Fardre

New vehicles due are eight Autobus-bodied Mercedes-Benz Varios to replace Mercedes-Benz N62-5/7-9, 71 MDW and five Bova Futura Clubs to replace Plaxton-bodied Volvos N56-9, 61 MDW. 'New' Setra R36 AWO was incorrectly reported to 'Fleet News' — it does not exist!

Former SWT-operated National Express service 508 (Haverfordwest-Swansea-London) is now operated, but SWT continues to operate the 708 (Haverfordwest-Birmingham).

Volvo/Plaxton Expressliner M38 KAX is now in standard National Express livery ex-Airlink scheme.

James Bevan, Lydney

A third Bristol VR taken into stock is VRT/SL3/501/ECW H43/31F XAK 916T ex-Eurotaxi of Bristol, new to Yorkshire Traction.

Blackburn Transport

Dennis Dart SLF/UVG Urbanstar B38F demonstrator P423 PBP has been on trial here. MCW Metrorider 615 (E615 FRN) is now with HMB Services of Gateshead, via Singh of Huddersfield.

Blackpool Transport

An LPG-powered DAF SB220LC550/Northern Counties Paladin B42F has been evaluated for a week. Its identity has not been reported, but it seems likely to be P10 LPG.

The stylish former Blue Bus Northern Counties Paladin-rebodied ex-Hull Leyland Atlanteans 134-7 (TKU 462/5-7K) have been withdrawn, but a vehicle shortage has already prompted consideration toward repainting them cream and green and relicensing them.

Only three Atlanteans now remain in the previous livery style — 338/49/56. Former Seagull Coaches Atlantean 453 (WRH 294J) is now surprisingly outshopped in cream and green, with 454/5 expected to follow suit, whilst open-top 452/5 are seasonally delicensed. The last closed-top blue and cream Atlantean was 479 (HRN 99N), now cream and green.

Consideration is being given to the purchase of secondhand Atlanteans to replace older stock inherited from Blue Buses, for use on schools and contracts in the main; some Preston examples were recently considered, but did not eventuate.

Renault-Dodge S56s 510/1/20 (E110/1 LCW, F120 UFR) remain stored at Rigby Road.

Brighton & Hove GA

New low-floor double-deckers are to join the fleet as a matter of priority, but in the meantime, a new coach order calls for two Plaxton Excalibur-bodied Volvo B10M-62s for early delivery. The first Wright-bodied Volvo B10BLEs currently on order are due for March delivery for Lewes Road (for 10/10A and 50/50A) whilst another four Scania N113s with East Lancs Cityzen bodywork are due by end-May for Coast Road corridor services. Wright-bodied B6 R460 VOP was inspected at Conway Street recently.

All former Brighton Blue Bus Leyland Atlanteans are now modified so that the destination is now shown in the lower position, with the 'via' blind out of use, the upper area of the new destination aperture being masked black. 801/4/5/7-9/10-3/5/7 are confirmed so. Vehicles with electronic displays are having these increased to cover all B&H services also, Dennis Dart 84 now again having a two-line display. 817 is to retain Brighton Blue Bus livery until this spring, so that (as long as nothing untoward occurs with the vehicle), it will be used to offer a farewell tour to the blue bus in Brighton.

Reallocations now see Scania 757-60 in turquoise dedicated to service 25, based at Lewes Road garage along with Dennis Lance 119 (the latter for Park & Ride); Darts 79 and 96-98 are now based at Conway Street and are dedicated to service 81, whilst Leyland Nationals 125/6-9/31 are now at Whitehawk and dedicated to the 27. 118 now wears red livery ex-burgundy and 721 is newly in Burgundy.

With thanks to regular correspondent Peter Ticehurst and the Southdown Enthusiasts Club Journal, reallocations now see the following disposition:

Conway Street — 9-20, 79, 96-98, 120/50-4/6/7, 257/9-62/72, 340/2-4/6/8/9/52/5/7/9, 419-21, 504-6/10-5, 615/9, 701/2/4-8/10/6/9/23-6/40-3/51-6/65-77 and trainers T1-5

Lewes Road — 65/8/9, 71/3/6/8, 80/3/4/6-9, 119/27/30/78/84-9/92-6, 201-15, 341/5/7, 757-60, 801/4/5/7-13/5/7

Whitehawk — 1-8, 101-18/25/6/8/9/31/55, 250/64/5/70/3/7-9, 350/1/3/4/6, 703/9/11-5/7/8/20-2/7-30/61-4

Bristol VRT/SL3s 638/42/79/83 (XAP 638/42S, EAP 979/83V) are unallocated spare vehicles. 642/79 have been reinstated for further use, as was 641 (XAP 641S) very briefly prior to sale to PVS, Barnsley dealer along with 635; 645 (XAP 645S) has also been withdrawn and sold. Former Blue Bus Leyland National 2 131 (XFG 31Y) has been withdrawn with structural problems, donating its rear end to twin 129 (XFG 29Y), which also had such difficulty.

Former Blue Bus Dennis Dart 69 (M69 CYJ) caught fire and has been delicensed pending repairs.

Withdrawn are former Blue Bus Leyland Leopard 99 (MNK 424V) and Dennis Javelins 507/8 (G507/8 SAP).

Body type

A	Articulated
B	Single-deck bus
C	Coach
DP	Dual purpose, usually coach seats/bus shell
H	Double-decker
L	Lowbridge double-decker (ie with side sunken gangway upstairs. All other types, with conventional gangways are H [Highbridge] regardless of overall height)
O	Open-top
CO	Convertible open-top

Seating capacity

(For double-deckers this is shown with the upper-deck capacity first, eg 43/30, indicating 43 'over' 30. Where these are not known a total figure is given).

Door position

F	Front
R	Rear
C	Centre
D	Dual doors

When platform doors are fitted where these would not normally figure, usually on rear entrance buses, this is indicated by D after the door position. The letter 't' after the door indicates the provision of a toilet whilst L after the door position shows that a wheelchair lift is fitted.

Re-registrations

Where a vehicle is re-registered its previous registration numbers follow in italic type, with the most recent given first where it has been registered more than once.

Vehicle reports should be sent to J. G. Lidstone, 76 Thames Drive, Leigh-on-Sea, Essex SS9 2XD.

Please mark your envelope 'Fleet News'.



Burnley & Pendle ST

A partial fleet renumbering has been effected, more in line with Ribble groupings, as follows:

Volvo B10M-55 19-27 (H619-23 ACK, J24/5 MCW, K26/7 WBV) to 419-7
Leyland Leopard PSU3E/4R 30/5/6/8-43 (MFV 30/5/6T, DBV 38-43W) to 1030/5/6/8-43
Mercedes-Benz 709D 56 (XSU 906) to 776
Leyland Leopard PSU3E/4R 57 (VFV 7V) to 1057
Volvo B10M-55 61-68 (E61-6 JFV, G67/8 PFR) to 401-8

Leyland National 2 NL106L11/1R 69-71 (BUH 239-

41V) to 339-41
Leyland National 2 NL116L11/1R 72-74 (FUH 32-34V) to 332-4
Mercedes-Benz 811D 78, 79 (H78, 79 CFV), 85-90 (E85-89 HRN, E90 JHG) to 778/9/85-9
Mercedes-Benz 709D 84 (E84 HRN), 91-5 (E91 LBV, E92-4 LHG, F995 DRN) to 784/91-5
Mercedes-Benz 811D 96-98 (G96, 97 MRN, G98 PCK) to 796-8
Volvo B10M-50 101-13 (E101/2 JFV, F103-12 XCW, H113-5 ABV) to 1301-13
Bristol VRT/SL3/6LXB 166/7/74 (FFR 166/7/74S) to 2066/7/74
Optare MetroRider 175-9 (K75 XCW, J176/7 MCW, L178/9 KHG) to 675-9
Bristol VRT/LL3/6LXB 193/5-7, 205 (OSR 193R etc) to 2093/5-8

See also under the Ribble heading, regarding former 114/5.

Busways ST

New are Dennis Dart SLF/Alexander ALX200 B37F 1101-4 (R101-4 KRG) at Sunderland and usually allocated to service 4 (City Centre-Downhill). Due are 1105/7-10/2-28 (R105 KRG etc) and Volvo B10BLE/Alexander ALX300 B44F 2236-57 (K236-57 KRG). There will be no 1106 and 1111 owing to non-availability of matching registration marks.

Now withdrawn are Mercedes-Benz 709D 1422 (E422 AFT), Optare MetroRider 1688 (J380 BNW) and Bristol RELL6L 1812 (OWC 720M) and RESL6Gs 1820/1 (JMW 169/70P). Sadly, all remaining REs were effectively redundant at the end of the autumn school term and all were delicensed by the turn of the year, thus bringing to an end this remarkable RE-naisance here.

Disposals are of Leyland Leopard 65 (TBC 1X) to Western and Iveco 59.12s 1694/5/7-9 (K330/1/4-6 RCN) to Phil Anslow Travel of Pontypool.

Capital Citybus

A fleet of 27 East Lancs Pyoneer-bodied Dennis Arrows is now on order for services 76 and 259, due to be worked by Capital from 28 March this year. They are to feature driver's cab air-conditioning and will wear the red livery with generous areas of yellow as on recent Volvo Olympians. Thirteen East Lancs Spryte B37F-bodied Dennis Dart SLFs, 705-17, are due for service S2.

Cardiff Bus

New Optare Excels 201-15 (R201-15 DKG) are confirmed as of type L1150 and to B42F layout, not as previously thought. They carry 'Easirider', 'low floor' and 'Easy Access' branding as well as both Welsh and English fleetnames on both sides and are used on the Heath Hospital-City Centre-Cardiff Bay/Grangetown services 8, 9 and 9A.

Now withdrawn are MCW Metroriders 156-61 (F156-61 AWO) and Alexander-bodied Bristol VRT/SL3s 341/4-51/6 (WTG 341T etc). 157 is now with Tilley of Bude, 159 with Donnelly of Radcliffe, South Manchester, 160 with Red Rose of Aylesbury and 341/4-7 with Llynfi Coaches of Maesteg.

CentreWest FG

Late MCW Metrobus M1418 (C418 BUV) is now in red/yellow dedicated driver training livery (as per the LS-class Leyland National 2 trainers).

Metrobuses M234/81 (BYX 234/81V) have been withdrawn, despatched to Leicester Citybus for cannibalisation and passed on to Norths, Sherburn-in-Elmet dealer for scrap. M332 (EYE 332V) is also in Leicester but with unconfirmed status.

Chalkwell, Sittingbourne

Dennis Javelin/UVG C57F demonstrator R713 TRV has been on trial, Plaxton Premiere 320-bodied Javelin demonstrator P429 JDT making a return visit a little later.

NIW 4406 is now downseated from C57F to C53F. VIB 8682 and RHS 861W have been withdrawn, the latter sold to Towler Coaches of Wisbech. C487 TAY is now with Lorendon School, Painters Forstal, for private use.

Cheltenham District ST

The three remaining ex-Wallace Arnold Volvo B10M-60/Plaxton Paramount 3500s, 533/4/8 (G533/4/8 LWU) have been kept licensed and are classed as in reserve, as is Mercedes-Benz 709D/Alexander 706 (M706 JDG).

The trio of Volvo B6s undergoing modification was completed in November with the return of 845.

Leyland National 2 392 (LFR 861X) has passed to Cheltenham & Gloucester.

Cheltenham & Gloucester ST

Stroud Valleys has won the Gloucester County Council tender for service 77 (Stroud-Swindon) for five years (commencing 3/11/97); SV had been operating the service for Swindon & District and now the two Bristol VRT/SL3s that have been on loan from Swindon have been acquired by C&G. They are VRT/SL3/6LXB/ECW H43/28F 208 (NWS 288R) and H43/31F 234 (YEL 2T), both ex-Swindon & District after long-term loan.

Another local transfer is of Leyland National 2 NL106AL11/1R/B44F 392 (LFR 861X) inward from Cheltenham District. This is due to act as a float vehicle to cover for a programme to modify the suspension to all of Gloucester's Volvo B6s, which are also due for repaint.

Further acquisitions are of Bristol VRT/SL3/6LXB/ECW H43/31F 235 (HBD 917T) from United Counties and Mercedes-Benz 811D/Wright B31F 809 (J413 PRW) from Midland Red South.

Additionally, Mercedes-Benz 709D/Alexander (Belfast) B25F 716 (N716 KAM) has been on loan from Swindon & District.

Mercedes-Benz 709D 684 (G684 AAD) has been withdrawn and is now with Midland Red South at Rugby.

Chester City Transport

Leyland Tiger 28 (XFM 211) is now DP55F with bus seating.

I am most grateful to reader Michael A Jones for kindly clearing up the controversy regarding semi-open-top Leyland Fleetline/Northern Counties 96 (SDM 96V). This vehicle can now operate as both a half open-topper and as a closed-topper, notably now with a unique style of convertible top cover. The forward two bays of its upper deck are fully covered, the third bay being obliquely cut back to open-top, the rear three bays being fully open-top. The rear three bays also have shallow side windows and so a most unusual three-quarter depth roof and window set has neatly been fashioned to cover the rear open-top half when required. The vehicle was not used in open-top form in 1997 season, having last seen such use in Liverpool in 1996 — thus proving the value of its convertible status. It has been busy on school contracts along with as-built, roofed, sister 94 (SDM 94V).

The oldest vehicle now in active service is Daimler Fleetline/Northern Counties rebody 75 (OFM 957K).

Dennis Dominators 140/1 (MPN 140/1W) are the latest of their type withdrawn, 141 noted as still extant, complete and delicensed at the depot recently.

Chiltern Queens

The very last of a long line of AECs has finally been retired, Reliance EUD 256K happily passing to the Oxford Bus Museum for preservation.

Circle Line, Gloucester ST

Another two vehicles transferred within Stagecoach West are Bristol VRT/SL3/680 (now 6LXB)/ECW H43/31F DHB 350W ex-Cheltenham District and DHB 352W and EWS 740W from Stroud Valleys the first refurbished VRs to move from either Stroud or Cheltenham depots. Their Stagecoach stripes have been overpainted in Brunswick green. Ex-Millerbus VRT/SL3/6LXB ONH 927V and ex-Peterborough HAH 237V are both now in more usual fleet livery style.

Now in stock from Midland Red South are further Leyland National 11351/1R/B52F HEU 122N, KHT 122P (both in fleet livery) and NOE 551R (in Stroud Valleys green, with yellow stripe overpainted white and front below windscreen now Brunswick Green), together with Iveco 49.10/Robin Hood B25F F871 UAC and 49.10/Phoenix B25F G26 XBK, both Ivecos having been withdrawn some time ago by MR.

An interesting arrival is ex-Thames Transit Leyland Atlantean AN68/1R/Alexander AL H45/30D XTP 287L, new to Portsmouth, thought only on short-term loan. Further unusual acquisitions are Leyland Fleetline FE30AGR/Northern Counties H44/31F XSJ 658/61T, BCS 871T and ECS 877V from Western, XSJ 661T being pressed into service in full Western livery, followed by XSJ 658T and BCS 871T; ECS 877V and XSJ 658V were first into livery in a style of mostly Brunswick green with a narrow white stripe centrally. Volvo B10M-60/Plaxton Paramount 3500 546/7 LWU are now in stock ex-Cheltenham District.

Easyrider AIB 4053 has been returned to Midland Red after just one week in use here as unsuitable for service work, Dennis Lancet A36 XBO being despatched home equally quickly. Leyland Cubs C697 VAD and C738 CUC have been withdrawn and both are being stripped for parts, whilst Ford Transits C626/39 SFH have passed to Martin Perry, Bromyard.

The remains of MCW Metrorider 674 have now been removed from the depot yard.

Colchester Borough Transport AA

The un-numbered ex-South London MCW Metrobus EYE 336V was used for a photocall in its Arriva livery and celebrated its entry into service by suffering two breakdowns on its first day. It is now H43/28F, ex-H43/28D and has apparently taken the place of Leyland Atlantean 67 (TPU 67R), withdrawn immediately before the Metrobus entered service.

The withdrawal and despatch of ex-Midland Fox Leyland National 2s 9, 10, 12, 25, 26 and 29 (BVP 809/10/2V, EON 825/6/9V) to Southend has left 21 (EON 821V) as the last of its type in service here. 12 and 25 are now in service at Southend (for the first time in full livery), owing to the need to bolster the single-deck Dennis Dart allocation in the short-term; they are only due to last a matter of a few months there.

County Bus & Coach AA

New deliveries feature strongly this month, with the arrival of 10-metre Dennis Dart SLF/Plaxton Pointer B36F R416-31 COO, for service 34, in the Cowie version of fleet livery with upswep dark green on cream as are Mercedes-Benz Vario O.810/Plaxton Beaver 2 B27F R940-54 VPU. Recently delivered for service 724 and in Green Line livery is the full batch of DAF SB220LC/Plaxton Prestige DP36F, R201-9 VPU. Recent Dart SLF SLF165 is now confirmed as of 10.2m length and with Wright B36F bodywork, SLF169/70 being 10.8m and with Wright B41F bodywork.

Volvo B10M/East Lancs EL2000 B49F rebodies VEL856/9 (A856 UYM, B859 XYR) have been dispensed with yet again, returning to Colchester and thus eliminating this non-standard type here once more.

Group codes

AA — Arriva
Passenger
Services
BL — Blazefield
Holdings
EY — EYMS Group
FG — First Group
GA — Go-Ahead
Group
MT — MTL
Holdings
NX — National
Express
ST — Stagecoach
Holdings
YT — Yorkshire
Traction

Opposite:

At work on Gloucester park-&-ride duties is Optare Spectra K302 FYG, now with local operator Bennetts, but until recently with London Central as SP2. This vehicle is the sole dual-door Spectra built for the home market to date.

B. M. GILBERT

Left:

Displaying the Silver Service version of Mainline's livery is Volvo B10BLE/Wright Renown 784 (R784 WKW), which entered service in January.
TONY WILSON



Crosville Cymru AA

Further acquisitions are Leyland Olympian ONLXB/1R/ECW H43/33F DOG522/3 (CWR 522/3Y) from West Riding, now at Wrexham and similar DOG513/27 (CWR 513/27Y) at Aberystwyth; Leyland Lynx 2 LX2R11C1524S/B51F SLC73 (H733 HWK) from McGills of Barrehead and at Wrexham; Iveco 59-12/Kellor B29F MIF583 (M583 SSX) from Clydeside and at Aberystwyth; 59.12/Mellor B25F MIF936 (N936 ETU) ex-Clydeside (new to Lofly of Mickie Trafford) and at Aberystwyth; Leyland National 2 NL116L11/1R/B49F DMS 19V and KWA 30W from Yorkshire Woollen, both only for cannibalisation; Leyland Atlantean PSU3/3R/Alexander Y-type recovery vehicle TXA 114K ex-McGills/Clydeside now based at Bangor. The arrival of the latest Olympians means that the Bristol VR is — just — out-numbered for the first time (32 Olympians, 31 VRs).

Further withdrawals are of Mercedes-Benz L608Ds MMM62/8, 80/4/6/8 (D962/8 UDY, D80/4/6/8 VCC), lone Leyland Atlantean AN68A/1R open-topper OAL108 (OCO 108S) and Bristol VRT/SL3s DVL403, DVG445/6, 504/5/7/11 (JMB 403T, UDM 445/6V, YMB 504/5/7/11W). MMM605 has not been operated or prepared for use and is to be scrapped. Withdrawn MMM56, 68, 96, 153, 202/3 now languish at Bangor whilst MMM67 (D967 UDY) suffered accident damage and is not expected to recover, MMM66 being reallocated to replace it. After a short period withdrawn, MMM84 (D84 VCC) is now reinstated.

Minis MMM239, 412/3 suffered vandalism at Amlwch recently, when boys aged 8 and 9 were apprehended having smashed every window in these two Lewis y Llan's vehicles. MMM243, 335 and Bristol VRT/SL3 DVG475 had to be brought in as replacements temporarily.

Cumberland ST

Another former Wallace Arnold coach taken into stock is Volvo B10M-60/Plaxton C49Ft 1120 (G520 LWU), fitted with seatbelts. Ex-Stagecoach Manchester Volvo B6/Alexander Dash 283 is correctly registered M460 VHE.

East Devon Bus & Coach Company

All routes of this operator were taken over by Stagecoach Devon and Red Bus North Devon with effect from 1 September last.

The closing fleet comprised Leyland Leopard/Duple Dominant DP 17 (HIB 5017, DAK 222V); Bristol LH6L/Plaxton Supreme DP 50 (VDV 132S); Leyland Leopard/Plaxton Supreme DP 51 (IIV 8816, LWV 272P); Leyland Nationals 52-54 (GMB 670T, WUH 173T, NPK 258R); LH/ECW DP 55 (AFJ 724T); Iveco 49.10/Marshall 56, 57 (M86, 87 JTA); Leyland Leopard/Duple DP 58 (XBF 57S) and Iveco 49.10/Robin Hood 71-75 (F71-75 FKK).

East End, Clydach

Former Crosville/Southend Transport Bristol VRT/SL3/6LXB/ECW H43/31F WTU 473W is now in stock.

Eastern Counties & Blue Bus FG

New are Dennis Dart SLF/Plaxton Pointer 2 B37F 458-61 (R458-61 BNG) at Ipswich, with standard First interiors, Hanover electronic two-line indicator panels — interestingly programmed for Leeds city services on arrival.

From Greater Manchester come Volvo B6/Alexander Dash B36F 413/4 (N345/6 CJA), 413 entering service in all-over red, but both speedily repainted in EC livery and also at Ipswich.

It is now confirmed that Blue Bus AEC Swift/ECW 83 (WEX 683M) had indeed been withdrawn as first reported, due to rear axle failure. However, it was reinstated after repair rather unexpectedly. It is now of historic significance for a number of reasons, not least being the last AEC Swift in service with its original UK operator, given a touch of poetic licence perhaps!

East Kent ST

Sixteen Leyland Titans are now due to be acquired. Now formally in East Kent stock are Leyland Titan TLNXXB2RR/Leyland H44/27F 7209 (OHV 769Y) from East London and 7247/71 (NUW 647/71Y) from Selkent, whilst 7272 (NUW 672Y) is also confirmed here. Prior to expected fitting of Hanover electronic indicator displays for these, they have been operating with paper labels stuck in their windscreens.

Titans 7208/24/35/70 (OHV 688, 724Y, NUW 645/70Y) have also arrived from loan to Cambus. Further due are 7234/9/41/6/60 (NUW 644Y etc) from East London and 7281/4/5 (B121/4/5 WUV) from Selkent.

Volvo B10M-60 8910 (K910 TKP) is now officially named *Spirit of Hythe*.

Leyland National 103 (AYJ 103T) has been withdrawn and sold to Wealden, Five Oak Green, 1890 (JGG 890P) to Hardwick, Barnsley dealer, Bristol VRT/SL3 7684 (SKL 684X) also being retired.

Kent Coastal Radio's ex-East Kent convertible open-top Bristol VRT/SL3 UWV 616S was re-roofed at Thanet last autumn.

East London ST

Now transferred from Selkent stock are Optare MetroRider MRO3/B26F MRL160/71/6 (H160 WWT etc). Dennis Dart DRL121 (K121 SRH) is now in dedicated all-over blue livery for Tesco's, replacing DW159 (NDZ 3159). Further Leyland Titan disposals are T571/2/82/6/91, 601/54 (NUW 571Y etc) to Fife Scottish, T634/53/64/75 and 840 (NUW 634/53/64/75Y, A840 SUL) to Transit and T651 (NUW 651Y) to Red & White.

The Docklands Mercedes-Benz fleet correctly comprises 367-71/89/90/3-5/8/9 (H985-9 FTT, H180 GTA, H781/4-6/9/90 GTA) and 400-7/9 (H101-8/10 HDV). 119 is correctly registered D119 PTT.

East Yorkshire EY

New dual-purpose Optare Prismas 282-4 (R282-4 EKH) are now branded for service X62 (Hull-Leeds), which now appears a wholly-EY operation. Further Bristol VRT/SL3s outshopped in maroon are 718/65/75/9/87/9/93, all the rebodied ex-Cleveland Leyland Atlanteans also being so treated.

Edwards, Llantwit Fardre

Correspondent Simon Nicholas kindly points out that Ryan and Edwards of Llantwit Fardre are indeed one and the same operation generally speaking (ref *Buses* December under the Ryan heading).

Van Hool-bodied Volvo L543 YUS was erroneously reported here and is now owned.

Edwards, Pontypridd

Leyland Atlantean/Park Royal H43/30F SCD 731N and XPG 166T are now in stock ex-Liverline.

Exelsior, Bournemouth

New deliveries to this operator, now owned by Flights, Birmingham, are 346-9 (A7-9, 12 EXC), 528-30 (A2-4 XCL), Plaxton Premiere 320-bodied Volvo B10Ms.

G&A Travel, Caerphilly

Former Nottingham Bristol VRT/SL3/Plaxton Paramount 3200 C49F TIW 9874 is reported in stock, whilst Bedford YMT/Plaxton Supreme VHG 506V is now withdrawn.

Go-Ahead Group North East GA

New are Volvo B10M-62/Plaxton Expressliner C46Ft 7074-6 (YSU 874-6) for the Northern National fleet in National Express Rapide colours and at Chester-le-Street, registration marks being drawn from OK Travel vehicles. Also new are Optare Excel L1070/B41F 8133-9/41 (R833-9/41 NRG) at Philadelphia and route-branded for services 220/222 (Sunderland & Durham) in latest Wear Buses livery. Optare Excel demonstrator N330 EUG has been on loan to Wear Buses at Sunderland.

Acquisitions are MCW Metrorider MF150/109/B23F 445-7 (F502-4 ANY) from City of Oxford, temporarily allocated to OK Travel at Philadelphia.

Inter-company transfers see further modern stock (purchased new) drawn away from OK Travel in the shape of DAF SB220LC550s 4805/6 (J205/6 VHN), now with Wear Buses and repainted in corporate style with Go Express fleetnames, based at Sunderland; Volvo B6-50 8413 (L413 KEF) is similarly now taken for Gateshead & District and also repainted in corporate style.

Volvo coaches re-registered are 7046 (G61 RGG) to JSK 346 (for the second time); 7061 (N761 RCU) to CU 7661 and 7062 (JSK 346) to GSK 962.

Withdrawn are Renault S56s 298/9, 308 (E898/9, 908 GCU), the lone Mercedes-Benz 811D/Optare StarRider 2601 (F601 TAJ) and, notably, the first ECW-bodied Leyland Olympian to go, 3583 (JTY 383X), the latter being dismantled for spares at Stanley. Also withdrawn are Leyland Tiger 5101 (C101 PCN), badly damaged in an accident recently and now sold to North East Bus Breakers for scrap; Volvo B10M 7037 (340 GUP, E102 DJR); ex-Brighton & Hove Tiger 7056 (GSK 962) which has been re-registered back to its original C376 PCD; Leyland Leopards 9068/88 (YBO 68T, PWO 88Y); ECW-bodied Leyland Atlanteans 9267, 9448/52 (SUP 267V, MBR 448/52T) and Roe-bodied 9359 (AUP 359W).

Previously-withdrawn Dodge S56 246 (D246 VNL) is now with Iqbal of Accrington with 301 (E901 GCU) going to McNaim of Coatbridge.

Greater Manchester FG

Following 571 are further new Volvo B10BLE/Wright B42F, 572-9 (R572-9 SBA), along with Dennis Dart SLF/Plaxton Pointer 2 B37F 6045-55 (R245-55 SBA). Consequential withdrawals are Leyland National 2s 102/3/5/7/61-4/86 (PNW 606W, XLV 163W, XTJ 5, 7W, CKB 161-4X, VBG 86V), Leyland Fleetlines 4114/5/7/9/20/2/46 (HDB 114/5/7/9/20/2V, MNC 489W) and Leyland Atlantean 4379 (ORJ 379W).

MCW Metrorider 1577 (E122 RDW) is now repainted all-over white and in use as a mobile inspectors office.

Grey Green AA

Due for early acquisition from Leaside are the wandering sixth-hand Volvo Citybus B10M-50/East Lancs H47/29D V721/3-30/2/3 (F101/3-10/2/3 TML). New to Boro'line, they have since worked for Kentish Bus, Londonlinks, Kentish Bus again, Leaside and will perhaps find a more comfortable home here, given the company's familiarity with the breed.

Halifax Joint Committee

AEC Routemasters RM324, 1204 (WLT 324, 204 CLT) are being employed on the 90min service 43 (Huddersfield-Sowerby Bridge-Hebdon Bridge) and 46A (Halifax-Hebdon Bridge), with positioning journeys on service 36 (Pellon-Halifax-Huddersfield). RM324 was initially almost naughtily in the Glasgow livery version of green, cream and orange and thereby contrasting with RM1204 carrying the native and delightfully at-home Halifax version, but now both carry the Halifax version.

A third Routemaster acquired is RM1214 (214 CLT), which was one of the Reserve Fleet vehicles and came via PVS, Barnsley dealer.

Contrary to earlier reports received, it is now understood that stalwart AEC Regent III 277 (BCP 671) has continued to work at least until December last, pending the arrival of RM1214.

Looking very similar to the Stagecoach Magic Bus concept, though with a pink livery, and in contrast to the Silver Service on p41, is Mainline's Bargain Bus service 25/25A to Woodhouse (maximum fare 40p), set up in response to competition from Yorkshire Traction Group. The scheme is shown here on Dennis Dominator 2151(NKU 151X)

LEE M. WHITEHEAD



Halton Transport

More Dennis Dart SLF/Marshall Capital B42F are 87-90 (R407-10 XFL), following on from earlier 79-86 (P341-5 OEW, R401-3 XFL) which are also listed by the company as B42F and not B43F as reported previously. Interestingly, 79 (P341 OEW) is **not** the same vehicle as the demonstrator in Halton livery which was inspected by Isle of Man Transport in the guise as Halton 79 — it is a new sister vehicle to the others of its batch.

The latest Darts have allowed further Leyland Lynxes, 14-17 (F520/1 AEM, F895 BKF, G221 DKA), to be despatched to the Isle of Man, thus reducing the average age of the (licensed) fleet to just 3.8 years.

Notably, the last Leyland Nationals are now relegated to Reserve Fleet status here, comprising 2, 19, 21-24 (MDL 880R, ACW 919/21R, BTB 22-24T), all delicensed late last year. The active fleet now comprises seven Leyland Lynxes, 19 Lynx IIs, 14 Dennis Darts and 12 Dart SLFs.

Leyland National 3 (ODL 884R) has been donated to the Cheshire Police, whilst similar 4, 13 and 40 (ODL 883R, YTU 983S, ODL 886R) are to be scrapped. 1967 Leyland Leopard PSU4/1R 98 (KTB 748F) is still earning its keep in an ancillary role as a recovery vehicle.

Happy Al's, Birkenhead

New here are Optare Excel/B39F R14/5 ALS.

Harrogate & District BL

Four Wright-bodied Volvo B10Bs are on order for May delivery and allocation to service 36 (and will displace Alexander-bodied B10Bs to Keighley & District). They are expected to be amongst the last B10B chassis delivered in Britain.

An experimental fuel pump is fitted to Volvo B6 641 (P641 UUG), greatly enhancing available power apparently. One of the Northern Counties-bodied Olympians has now been equipped with video surveillance equipment, whilst transponders are being fitted to vehicles working the Harrogate-Knaresborough services to give them priority status at traffic signals.

Independent, Horsforth

New is Volvo B10M/Plaxton Premiere 320 C57F 137 (R200 TMS). Former Darlington single-deck Daimler Fleetline/Park Royal 114 (NHN 260K) has been withdrawn.

Ipswich Buses

New are Optare Excel L1150/B37F 186-9 (R186/7, 197, 189 DDX) in a striking purple livery, dedicated to service 800 (Park & Ride).

I shouldn't have mentioned it last month — Optare MetroRider 217 (L832 MWT) has now shed compressed natural gas propulsion in favour of standard diesel/Cummins power again, following the sale of dual-purpose Metrorider 220 (F220 PPV) to RoadCar. 217 is now in revised fleet livery, initially with its original name, *Ceres*, but quickly renamed *Diana Princess of Wales 1961-1997*.

Dennis Falcons 106/20 (C106 SDX, G120 VDX) are now in latest livery. Attention is also now focussing on the Leyland Atlantean fleet, with Roe-bodied 24/5 (SDX 24/5R) both fitted with revised front panels after minor accident damage and now without foglamps, whilst 32/3/5 (SDX 32R etc) have had the dark green skirt around their engines eliminated at part-repaint.

Contravision overall-rear advertising has appeared for the first time on Volvo Olympian 40 (M640 EPV), for Eastern Electricity perhaps appropriately given Ipswich's former electrical connections.

Jones, Wrexham

Dennis Dart/Plaxton Pointer B43F J854 PUD is now in stock ex-Tappins of Didcot.

Keighley & District BL

A batch of eight Wright Renown-bodied Volvo B10BLEs is due for April delivery, to be supported by the transfer of several Alexander-bodied B10Bs from Harrogate & District.

As with Harrogate & District, transponders are also being fitted; Olympians 336/49/70-3/84-6/9-93, 905-7/13-5 will now gain priority at traffic signals on the Keighley-Bradford corridor. Full-height rear advertising on double-deckers, using Contravision over both upper and lower saloon rear windows is gaining popularity here with 347-51/7/9-64/70/1/3/81/2/4/5/93 and 975/6 so adorned.

The new and acquired vehicles coming in will see the final demise of the Leyland National, with the disposal of the last two (256/63) as well as up to 10 Olympians, notably the first significant trimming of this stock.

Kingston-upon-Hull City Transport ST

Surviving SAG-W-registered MCW Metrobus 122 (SAG 522W), originally numbered 522, is now again renumbered to 922.

Leaside Buses AA

The Cambridge Heath-based Kentish Bus allocation was formally transferred into stock on 1 January. Further reallocations see the 11 Volvo Citybus B10M-50s, V721/3-30/2/3 (F101 TML etc) changing ownership yet again, transferring to Grey Green (due on 31 January), along with the five former Kentish Bus Dennis Darts, DN115-9 (L115-9 YVK) at the end of February. Approximately half the ex-Kentish Bus Leyland Olympian stock of 43 vehicles — L514-56 (G514-56 VBB) will become redundant also, so many may be redistributed elsewhere at this time as only some 20 will be retained for service 242.

MCW Metrobus M336 (EYE 336V) has (at last!) formally been sold to Colchester — as illustrated last month.

Lloyd, Bagillt

A further Leyland Atlantean acquired is former London Country Leyland Atlantean/Park Royal KPJ 251W.

London & Country AA

New are further 10.6m Dennis Dart SLF/Plaxton Pointer B39F DSL103-5/7 (R303-5/7 CMV), of which DSL105 wears Guildford Link livery and DSL103/4/7 standard bus livery.

Further withdrawals are of Leyland Atlantean AN129 (UPK 129S), Leyland National LNB546 (PKP 546R), Dennis Darts 120/5-7 (L120 YVK etc), Leyland Nationals 258 (NPJ 479R) and ZGF313 (AYR 313T) and Mercedes-Benz 709D 421 (L421 CPB).

AN129 has gone to Lister of Bolton dealer, whilst Darts 120/5-7 and 709D 421 are now with Crosville Cymru.

London Central GA

New vehicles are 10.2m Dennis Dart SLF/Plaxton Pointer B36F LDP71-79 and 81-89 (R471 LGH etc) — there will be no LDP80.

Acquisitions are Dart 9SDL3024/Plaxton Pointer B32F DRL88 and 92 (K588/92 MGT) from London General, to work the Chelsea & Westminster Hospital contract; from the same source come Mercedes-Benz 811D/Alexander AM B28F MA128/30 (H428/30 XGK) also.

The re-engining programme for Routemasters on the 36 continues apace, with RM541, 687, 782, 1797, 1955/62, 2022 and 2106 (WLT 541, 687, 782, 797 DYE, ALD 955/62B, ALM 22B, CUV 106C) now sporting Scania badges on their rears to prove their new lease of life.

Dart/Pointer DRL69 (K869 LGN) now has additional grilles for engine compartment ventilation at either side of its engine cover.

Leyland Titans have flooded out of stock, Ensign Bus & Coach Sales, Rainham dealer taking T186 (CUL 186V), 227 (EYE 227V), 310/2/23/796 (KYN 310X, KYV 312/23/7/96X), 707/12/20/2/3/5/42/55/67/8/76/81/6/8/94 (OHV 707Y etc), 808/86/90 (OHV 808Y, A886/90 SYE), 916/20/33/41/7/75/86 (A916 SYE etc). Of these, T720/76, 808/86, 916/20/33/41/75/86 have been noted at Capital Citybus premises.

London Coaches

The London Sightseeing operations were taken over by Arriva on 4 December. Other operations were not acquired however. All double-deckers passed to Arriva apart from AEC Routemaster RM450 (WLT 450), currently at work in Kent as a promotional vehicle for Medway Radio.

Five Plaxton Premiere 320 C53F-bodied DAF SB3000s are due.

London General GA

New double-deckers are Volvo Olympian/Northern Counties H47/27D NV131-46 (R331/2, 433, 334-46 LGH). Double-deckers back in stock are MCW Metrobuses M231/42/61/75, 325/86 (BYX 231/42/61/75V, EYE 325V, GYE 386W) after loan to London United, but M231/5, 386 have been promptly withdrawn and sold to Ensign Bus & Coach Sales, Rainham dealer, MCW Metroriders MRL179/80/5 (H679 YGO etc) similarly to Epsom Buses, whilst Dennis Darts DRL88, 92 and Mercedes-Benz 811Ds MA128/30 have gone to London Central (see above).

London United/Westlink

Volvo Olympians VA18-24 were registered (XDZ 5918-24) on delivery, and were promptly re-registered R918-24 WOE before entering service. They have Alexander (Belfast) H47/25D bodywork and have allowed the return of borrowed MCW Metrobuses M231/42/61/75, 325/86 (BYX 231/42/61/75V, EYE 325V, GYE 386W) to London General.

MCW Metroriders MRL81-92 (F185-96 YDA) are carrying fleetnumbers MRL185-96, thereby duplicating MRLs in other fleets! Older MRL108/15-7 (F108 YYP etc) have been withdrawn and sold to Houston Ramm, Sudden dealer.

Maidstone & District AA

Acquisitions from Kentish Bus are Leyland Lynx LX112TL112R1/B49F 3066/7 (D155/7 HML), received in yellow/green livery. Kentish Bus Northern Counties-bodied Dennis Darts 137-40 (L137-40 YVK) are on loan here as 3137-40.

Now withdrawn are Talbot Pullmans 1870/85 (L70 MPS, G885 SKE), Volvo B10M-60 2850 (H637 UWR) and Bristol VRT/SL3 5843 (BKE 843T) and less usual East Lancs-bodied 5887 (GHB 84W). 2850 is now in New Enterprise stock.

More buses renumbered are **Mercury** Marshall-bodied Dennis Darts 3820/30 (M20, 30 MPS), now 3099, 3100.

1231/2 (N101/2 KKN) have passed to Nu-Venture of Aylesford. Withdrawn is **New Enterprise** Plaxton-bodied Bedford Venturer 7018 (LSK 643). Plaxton-bodied Leyland Leopard 7033 (GGM 69W) has passed to Ripley, Carlton dealer.

Mainline

Ten Wright Renown Foline B44F-bodied Volvo B10BLEs in Silver Service livery are now on delivery, expected to displace B10Ms on the Rotherham-Maltby corridor for Sheffield 'Silver Service' conversion. First noted were 781-7 (R781-5 WKW, R86 XHL, R87 WKW), whilst 16 Plaxton Beaver 2-bodied Mercedes-Benz O.814 Vario minis are on order to oust time-expired Renault-Dodges.

Further 'Silver Service' converted Volvo B10Ms in service are 632/5-7 (G632 NWA etc). Dennis Dominators 2121/2/8/55/6, 2205 (KKU 121/2/8W, NKU 155/6, 205X) and in-garage accident victim 2318 (A318 XAK) have been withdrawn to reserve, as has Dodge 197 (E197 XWG). 2155 has since been cannibalised. Vandalised Dominator 2204 (NKU 204X) is now back in traffic after receiving a set of glasses from withdrawn and cannibalised sister 2141.

MCW Metroriders 3011/2 are confirmed both at work on the youth-orientated 'Bus Zero' service, resealed to B21F. Now with JVC sound systems, the pair are probably the first pcvs in this country to be fitted with condom machines (with apologies — never did your columnist expect to have such things to report for these pages!).

The most recent Reserve fleetlist comprises Dodges 197, 202 and 3001/2; MCW Metrobuses 1858 and 1927/31; Dominators 2108/13/6/21/2/8/9/36/56/78/96, 2205/23/33, 2318 and 2441. Additionally, Leyland Nationals 22/6/9, Leyland Leopard 98, Dodge 211 and Dominators 2110/41/3 were held for disposal.

Metrobus 1926/30 (B926/30 CDT) have been cannibalised.

It appears that Mainline is jumping onto the allover one-colour 'bargain basement' bandwagon, as seen in some other major conurbations; Dominator 2148 is now outshopped in allover purple with BARGAIN BUS fleetnames in yellow, with other down-market slogans elsewhere. It was quickly followed by 2137/94 and a total of seven are to be so treated.

Dennis Darts 4006/7 (L970/1 NET) are now renumbered 506/7 respectively.

Halfway garage is expected to be closed at the end of March, having had various reprieves from last autumn onwards.

Metrobus, Orpington

Five 10m Plaxton Pointer-bodied Dennis Dart SLFs are on order

Acquisitions are Optare MetroRider MRO3/B26F H161/5/7/8 WWT from Selkent — H163/6/75 WWT also being stored here on behalf of Wealden, Five Oak Green. MCW Metrobus BYX 262V is confirmed as having only been on loan at Godstone and is now at Lewes, while Godstone retains two, EYE 320/1V, for schools work.

East Surrey 26 and 48 (G972 WPA, L735 MWWW) are now in Metrobus blue and yellow colours.

Group codes

- AA — Arriva Passenger Services
- BL — Blazefield Holdings
- EY — EYMS Group
- GA — Go-Ahead Group
- MT — MTL Holdings
- NX — National Express
- ST — Stagecoach Holdings
- YT — Yorkshire Tractor

Metroline

Sixteen DT-class Dennis Darts are now at work with Rossendale — they are DT100/2/4/9/11/2/4/7/9/20/17-31 (H620 MOM, H102/4/9 MOB, H611 LOM, H111/2/4/7/9/20 MOB, H621 LOM, H127-31 MOB), now numbered 20, 81-3, 18, 85, 86, 17, 19, 84, 21, 87-91 respectively.

Midland/Stevensons AA

Seven Plaxton Pointer-bodied Dennis Dart SLFs are imminently due for Shrewsbury for services 14 and 24

Mike's Travel, Thornbury

Bristol LHS6L/ECW DP29F GTX 762W is now in use on newly-won contracts, having last operated with Deeble of Upton Cross.

MTL London MT

Two of the three AEC Routemasters delicensed from use by Sovereign on service 13 and stored at Hatfield are now acquired and are R2RH/1/Park Royal H40/32R RML2633/59 (NML 633E, SMK 659F), both repainted in the standard allover red. It is expected that the third, RML2443 (JJD 443D) may also come into stock. Just two Routemasters remain in former London Buses livery (ie not all-over red and with a white relief band), RM1158 and 2023 (158 CLT, ALM 23B). Routemasters RM1081 and 2097 (81 CLT, ALM 97B) are now under heavy cannibalisation, but RM1185 (185 CLT) is thought sold.

Early MCW Metrobus M27 (WYW 27T) has been away at Marshalls of Cambridge for corrosion remedial repairs, following M16 (WYW 16T). However, more modern coach-seated and former Sightseers-liveried M1393/6 (C393/6 BUV) are now relegated to use as driver trainers and have had their rear lower saloon windows reinstated for this purpose (one wonders if fully-trained drivers would appreciate the safety of a rear window too, perhaps).

Newport Transport

Nine Wright-bodied Scania L94 saloons are on order for September delivery this year.

Northern Bus, North Anston

Dennis Dart/UVG demonstrator P423 PBP has been at work, however a batch of 10 Wright-bodied low-floor saloons is reported due shortly.

Leyland National 11351A/1R/B49F EMB 362S continues in service and is expected to be numbered 2362.

A number of MCW Metroriders new to GM Buses is also expected, MF151/3/B23F D666/7 NNE having been noted thus far.

Late-surviving Bristol RE bus THU 354G and coach XDL 122L have passed into preservation, but the last RE of all, VHK 177L (with ECW body modified as the mock-up for the B51 style by Eastern National), is apparently under threat of cannibalisation if not quickly sold. All other remaining REs have apparently been despatched for scrap apart from GEF 191N, now for sale and thought the only Hartlepool RE to have found service after withdrawal by its home town. Bristol VRT/SL3 XRR 173S has gone to Ajax Coaches of Gidea Park.

Nostalgibus, London

AEC Regal IV RF136 is no longer the scheduled vehicle for schools service 808, the higher capacity of AEC Reliance coach RHC 51S being required.

Former Southend/London & Country Routemaster RM1183 (183 CLT) collided with a low bridge at South Ruislip, but was repaired and returned to service in December, only to be destroyed in an arson attack after its first day back in service. RM1571, which had just been repainted in red with cream window surrounds, was also damaged in the attack.

RM357 from Watford & District is unlikely to be used owing to apparently weak condition.

Nottingham City Transport

Unusual new deliveries are Volvo B10M Citybus/East Lancs Pyoneer 336-45 (R336-45 RRA) — of interest as the first mid-engined double-deckers built new for some time — and more conventional new Volvo Olympian YV3YNA/East Lancs Pyoneer 466-80 (R466-80 RRA). Further new Optare MetroRider MR15/B31F are 229-33 (R229-33 SCH) which follow on from 226-8 (R226-8 SCH).

Oare, Holywell

VW LT55/Optare CityPacer DP25F D401 ELH is now in use on service A50 (Holywell-Denbigh).

Pathfinder, Newark

New are Mercedes-Benz O.814/Plaxton Beaver 2 25, 26 (R987/8 VAU) and un-numbered R990 VAU.

Mercedes-Benz 12 (L256 VSU) is now renumbered to 10; Iveco 21 — formerly 3 — (L865 BEA) is now 16; Talbot 23 (N991 XCT) is now 20 and Mercedes-Benz 811D/UVG P493 TGA is now numbered as 12.

Mercedes-Benz 709Ds 4, 19 and 21 (L971 VGE, K399 NGG, L258 VSU) are now with Pete's Travel of West Bromwich.

Phillips, Holywell

Former Travel West Midlands Leyland Fleetline FE30AGR/MCW H43/33F WDA 926/49/69T are now in stock.

PMT FG

An Optare StarRider-bodied Mercedes-Benz 811D is expected into stock as IMM107 imminently.

Acquired for use as a driver trainer is Leyland Leopard PSU3C/3R/Alexander Y-type TLL17 (GSU 838T) ex-Greater Manchester, but in Kelvin Central colours.

Renault Master T35 MRE29 (C477 EUA) is now re-registered 507 EXA, the mark previously carried by Bristol VRT/SL2 open-topper DVG622 (GBF 78N), now back to its original mark once more. DVG622 is now in an all-over dark blue livery and is newly-equipped with a removable white awning to protect its upper deck from the elements as required.

Mercedes-Benz L608D MMM146 (C146 WRE) is now a driver trainer. MMM147 (C147 WRE) briefly served in the driver training school whilst MMM146 was under preparation for this role.

Bristol VRT/SL3 DVL718 (MFA 718V) has been withdrawn and despatched to PVS, Barnsley dealer. Former Devaway VW LT55/Optare CityPacers E213/6 PWY and F414 KHR have been sold to Roberts of Cadishead for export.

Porthcawl Omnibus

Former Travel West Midlands Leyland Fleetline FE30AGR/MCW H43/33F WDA 913/77T are now in stock.

Provincial FG

The first vehicle here in the new 'First' livery is 617 (R617 YCR), a Plaxton-bodied Dennis Dart SLF. Leyland Nationals 301/53/7/62 (NPD 146L, YYE 276T, THX 131S, BYW 415V) have gone to PVS, Barnsley, while 358 (YYE 278T) is delicensed. Ex-Bournemouth convertible Alexander-bodied Leyland Fleetline 591 (NFX 130P) has gone to Brewers. Bristol VR 512 (AHU 514V) has returned from loan to Southampton Citybus.

Reading Buses

Optare short-wheelbase Excel demonstrator N330 EUG has been on loan here for a month and a further batch of 10 L1150 long-wheelbase versions is due for the main fleet and will replace coach-seated dual-purpose MCW Metrobuses 143-9 (A143-6 AMO, B147-9 EDP) which are now due for refurbishment — with their coach fittings (such as soft cladding, carpets etc), they are likely to incur heavy expenditure.

Standard Metrobuses confirmed withdrawn are 150/1/3-5/8/60/1 (WRD 150T etc), of which 150/1/3-5/8 have been under cannibalisation, Whiting, Pontefract (dealer) taking the remains of 151/3/4/8, whilst 155 has been scrapped on-site by the company. Withdrawn 160/1 (WRD 160/1T) are being stored at an unknown location. Also withdrawn are Mercedes-Benz 609Ds 211-3 (E459/60/8 CGM).

Meanwhile, ever-loyal to Optare, MetroRider Mk4/B29F demonstrator P914 XUG is now in stock here numbered 628 after repaint into livery by Renault Trucks, following a period on loan covering for 607 when that vehicle was loaned to Cummins for comparative fuel consumption testing. A further two new MetroRiders are due, to be numbered 627/9.

MAN/Optare Vecta 801 (K801 DCF) is now active again with Newbury Buses after a further engine has been fitted, 801-3 now being in service together for the first time. Newbury Buses Leyland National 308 (NRD 145M) has been sold to Dart of Paisley, but sold Mercedes-Benz 609D 212 (E460 CGM) took a last bow at its former home at Newbury Buses en route to a new owner in the West Country, when it developed a mechanical problem on its delivery run.

A repainting programme is now under way for remaining Leyland Nationals 314/33/9/40/3-6/57/82, first returned being ex-PMT 346 (KRE 283P). They are expected to achieve some two years further service after treatment.

Due to its discontinued use on Monday-Friday journeys on Newbury-Oxford service X34, dedicated X34-liveried MCW Metrorider 216 (WOI 3005) is now transferred to main fleet stock from Newbury Buses and is due to join the Reading Goldline private hire fleet after refurbishment.

Reading Mainline

Another ex-Blackpool AEC Routemaster is No.43 (ALM 89B), alongside recently-introduced Nos.37/9 (650 DYE, 583 CLT). These and other Routemasters numbered above No.31 are in service without advertising material looking most smart as a result.

Ex-Blackpool No.38 (627 DYE) is now resting after an initial period back in use.

Driver training has recently been undertaken using borrowed Chiltern Queens Leyland Leopard/Duple Dominant RFC 12T. It is **not** a part of this all-Routemaster fleet and has not been used in service! Happily the driver shortage is now easing, enabling increased service levels to be reinstated.

Red & White ST

Volvo B10M-62/Plaxton Interurban C51F 783/4 (R783/4 CDW) complete the batch of 775/6/8-84.

The third ex-East London Leyland Titan in stock is TLNXB2RR/Leyland 805 (NUW 651Y) — OHV 719Y and NUW 619Y now being numbered 803 and 804 (initially 864) respectively — all converted to H44/27F prior to arrival here.

Further ex-East London Titans then followed, these being ex-T542, 606/42/6/59/73 and 826 (KYV 542X, NUW 606/42/6/59/73Y, A826 SUL), also converted to single-door layout and still in all-over red. The exact status of these is not confirmed, some being for retention and some only on loan. The Titans are based at Chepstow, Ross-on-Wye and Cwmbran depots.

Also on loan late last year were Cheltenham & Gloucester Volvo B10M/Plaxton 3500 C48Ft G533/4/48 LWU.

Volvo B10M/Alexander DP 752 (M752 LAX) was on loan to Stagecoach Devon late last year for several weeks.

Bristol LH6L/ECW driver trainer HJT 45N is confirmed allocated to this fleet, its recent use with Stagecoach Devon confusing matters.

Slow deliveries have resulted in later members of the batch of Plaxton-bodied Dennis Dart SLFs for Provincial arriving in the first-introduced FirstGroup low floor scheme. Illustrated here is 617 (R617 YCR). PHILIP LAMB



Further withdrawals are of Leyland Nationals 634/58 (WUH 167T, BPT 903S), standard Bristol VRT/SL3s 831/8/41 (DAK 201V, GTX 743/8W) and now-uncommon Alexander-bodied VRT/LL3 862 (OSR 207R), Leyland Atlantean 872 (VBA 178S) along with Leyland Tiger coaches 898, 913/5 (AAX 450, 515/29A, SDW 914/29/31Y).

Sales to record are of Leyland National 448 (DDW 433V) and Tiger 931 (AKG 271A, A231 VVO) to Stagecoach Devon, 931 for cannibalisation; Leyland Nationals 440/69 (UTX 724S, YBO 144T) and un-numbered CHH 214T, TRN 802V to a breaker following cannibalisation; Leyland Nationals 650/7 (HEU 121N, MGR 948T), VRT/LL3 863 (OSR 208R) and Bristol RELL6L/ECW 846D SEF 80L acquired from Hartlepool as a source of spares — all for scrap; 898 and 913/5 to a dealer. XVV 540S, also sold for scrap recently, was correctly numbered 660 and not 600 as given.

Accident-damaged Stagecoach Devon Bristol VRT/SL3/6LXB/ECW H43/31F 940 (LWU 467V) has been acquired as a source of spare parts.

Reliance, Great Gonerby

Mercedes-Benz O.405/Optare Prisma demonstrator N272 DWY has been on trial here.

Rhondda ST

Rhondda Buses Ltd and its subsidiary Parfitts Motor Services were taken over by Stagecoach on 22 December. It is expected that the fleet will be absorbed into nearby Stagecoach Red & White, using Stagecoach Rhondda fleetnames for Porth-based vehicles.

Optare MetroRider 257 (L839 MWT) is now in white and green Rail Link livery, whilst borrowed MK Metro Mercedes-Benz L608D 230 (D164 VRP) remains in allover cream without fleetnames and is not in livery. 149 (F392 DHL) is now B20F with its wheelchair lift removed. MCW Metroliner E278 REP has not been operated and is being used as a source of spare parts.

Ribble ST

Ribble-based ex-Burnley & Pendle Volvo B10M-50s 114/5 (H114/5 ABV) are renumbered to 1314/5 in series with their sisters remaining at Burnley.

Former Fife Leyland National 2 348 (NLS 988W) is now numbered 398.

Dennis Lance 193 (J113 WSC) is now route-branded for services 25/27, Volvo B10M-55 472 (P134 SCN) for service B6. Optare MetroRiders 676/7 (J176/7 MCW) are now transferred to Bolton in order to work GMPTE-sponsored service 475 (Bury-Ramsbottom).

Leyland National 312 (CHH 210T) has been withdrawn and sold to Primrose of Leominster and Leyland Tiger 1149 (PSU 788, B146 ACK) is now with Stagecoach North West.

Grateful thanks are due to the Ribble Enthusiasts Club for the above (and other) details kindly supplied to Fleet News.

Rider York FG

Acquisitions are Dennis Dart/Plaxton Pointer B32F 3313-5 (P826-8 YUM) from Leeds City Link — in allover unrelieved red.

Bristol VRT/SL3s 713/7 (DWU 296T, EWR 165T) are now back from loan to Applebys and stored at York, James Street, whilst 980/94 (SWW 305R, WWY 127S) and Leyland Leopard/Plaxton Derwent reboddy 1597 (ABR 869S) have been withdrawn. 717 has since returned to traffic, leaving 713, 980/94, Leyland National 1356 and Leopard 1597 parked up at James Street.

Ex-Greater Manchester Dennis Dart 3301 (M107 RRJ) has been withdrawn and is now with Eastern Counties. Dart 3304 has been operating in allover white recently, without lettering also.

Leyland National 2 363 (PNW 603W) has been dipping its toes into ancillary work as a driver trainer.

RoadCar YT

A batch of Leyland National 2s is now in stock from Nottingham City — they are NL116L11/1R/B50F 207/8/78/9 (LRB 207/8W, GTO 708/9V), NL116L11/1R/B49F 284 (EON 824V) and NL116AL11/1R/B50F 213 (LRB 213W).

Now withdrawn is Leyland National 2823 (GUG 123N), whilst PVS, Barnsley (dealer) has taken Dodge S56 55 (D105 OWG), Talbot Express 1006 (E693 UND), Leyland Atlantean 1302 (LJA 608P) and Leyland National 2838 (OWF 425R).

Volvo-engined Leyland National demonstrator 2828 (UHG 728R) has been returned to Volvo off-loan.

Selkent ST

New deliveries comprise further double-deckers in the shape of Volvo Olympian/Northern Counties H45/23D VN86/8/90-100 (R86, 188/90, 91-98, 207/10 XNO) for Catford's service 75 primarily along with Mercedes-Benz Vario O.814/Plaxton Beaver 2 B29F MB1-3, 13, 14 and 18 (R501 YWC etc), also at Catford for service 273 — the change to Essex registration marks is notable.

Leyland Titans are being converted to single-door (no doubt prior to outward national cascading) and may be found for the present often allocated to service 94, examples being T999, 1032/77, 1113/5-8/24/5 (A999 SYE, A632 THV, A77 THX, B113/5-8/24/5 WUV). More drastic surgery has seen T1092 (B92 WUV) converted to O44/29F layout from the usual H44/26D.

Now sold are Titans T647/71 (NUW 647/71Y) to Stagecoach South, Metroliners MRL160/71/6 (H160 WWT etc) to East London, MRL161/5/7/8 (H161 WWT etc) to Metrobus of Orpington, MRL163/6/75 (H163 WWT etc) to Wealden, Five Oak Green (dealer).

Shaftesbury & District

A most interesting and noteworthy development is the extension of a former BEA/BA RMA-class AEC Routemaster by one additional full bay — in similar fashion to London Coaches' extended ERM open-toppers, but in this case, retaining the roof. The unique forward-entrance vehicle thus created is still numbered RMA29 (KGJ 603D), but now has seating increased from H32/24F to H40/32F and has used a bay from withdrawn standard RM675 and a staircase from a Volvo Ailsa. It thus makes a fascinating comparison with 'standard' length RMA, RMA10 (NMY 647E); RMA29 is also thus longer than the Northern General 'RMF'-style Routemasters, by virtue of having a full-length 'centre' bay rather than the smaller bay.

Other operational vehicles are AEC Regal IV 9821LT former London RF-class MXX 481, Bristol LH6L/ECW former London BL-class OJD 84R, AEC Reliance/Plaxton coach BWS 391V, Reliance/Duple Dominant coach WED 985S.

Bristol LH KDL 204W has passed to Kudlipp Coaches, Plaxton-bodied LHS coach MVK 499R being withdrawn and now used as a shed as is LH6L/ECW OJD 86R.

Thanks are due to the *Wessex bi-monthly REVIEW* (regularly and kindly made available to Fleet News) for this month's most interesting notes.

Shamrock, Pontypridd

New are the first low-floor vehicles for the company in the shape of Dennis Dart SLF/UVG Urban Star B44F R704-6/8 TRV, based at Abercynon in yellow, green and white fleet livery.

Dormobile-bodied Mercedes-Benz 811D K365 TJF is now reinstated for further service after a major bodywork rebuild, but is now downgraded to B33F ex-DP33F.

Volvo/Caetano TIB 1224 now has Thomas Holiday Tours lettering added to its allover cream paintwork and recently-acquired Leyland National BPL 498T is now in livery and based at Abercynon.

Mercedes-Benz 609D/AVB E918 AFM and Freight Rover Sherpa/Carlyle G38 HDW have been withdrawn and sold.

The Shires AA

New are Mercedes-Benz Vario O.810/Plaxton Beaver B27F 2179-84 (R179-84 VBM), Scania L113CRL/Northern Counties Paladin B47F 3196-9, 3201-5 (R196 RBM etc) and DAF DE33WSSB3000/Plaxton Premiere 320 C53F 4047-56 (R447-53 SKX).

The first new vehicles in Arriva corporate livery are Dennis Dart SLF SFD112BR1VGWs as 3206-15 (R206-15 GMJ) for Watford services 7, 10, 21/22.

Acquisitions are many and comprise, from Clydeside, Mercedes-Benz L608D/Reeve Burgess B20F 2801 (LAZ 5765, D650 CVN), Alexander B20F 2802 (LAZ 5785, C203 PCD), Rootes B20F 2803/4 (LAZ 5929/62, C203/11 EKJ), Reeve Burgess B20F 2805 (LAZ 5964, D652 CVN), Rootes B20F 2806-10 (LAZ 6771, C207 EKJ, C206 EKJ; HIL 8438, C212 EKJ; HIL 8439, C214 EKJ, D36 KKP); Reeve Burgess DP19F 2811/2 (D203/6 SKD). All these are in lemon livery with Challenger Transport fleetnames in dark green, legal lettering remaining Clydeside Buses. Also reported are, from, Crosville Cymru further L608Ds in the shape of Alexander B20F-bodied 2813 (D440 UHC) and Reeve Burgess B20F-bodied 2814 (D960 UDY).

Now withdrawn and sold are Leyland National 523 (SBD 523R), passed to Midland Fox for cannibalisation; VW LT55 CityPacer 2000 (C525 EWR), MCW Metroliners 2004/10/1/9/26/8 (E974/80/1/9/96/8 DNK), Leyland Nationals 3008/23/9/30/4 (OVV 518R, ERP 550T, MNH 579V, KRP, MNH 574V) and Bristol VRTs 5005/31 (RRP 815M, RMA 431V), to Whiting, Ferrybridge (dealer) along with ancillary VR 1121 (RFE 27R) and Iveco 49.10 1208 (F267 CEY).



Group codes

AA	— Arriva
AA	— Passenger Services
BL	— Blazefield Holdings
EY	— EYMS Group
FG	— First Group
GA	— Go-Ahead Group
MT	— MTL Holdings
NX	— National Express
ST	— Stagecoach Holdings
YT	— Yorkshire Traction

Southend Transport has been in the news recently. Ex-National Welsh Leyland Olympian 281 (MUH 281X) has received 'Arriva serving Southend' livery.

Before Christmas, RMC 1453 of Leaside was on loan, temporarily bringing Routemaster operation back to the streets of the town.

JOHN MARSH/
JOHN G. LIDSTONE

Smiths, Shenington NX

New are Mercedes-Benz Vario O.814/Alexander B27F 263-5 (R263-5 XDA). New Volvo B10Ls 474-80 (R474-80 XDA) are route-branded for service 50Y (Birmingham-Druids Heath).

Inter-company transfers see 8002/5 (K669/57 BOH, K2, 5 CEN) transfer to Travel West Midlands stock.

The current fleet comprises 2-25, 31-4, 58, 101-6/13-9/42/37-59/63, 201/2/38-40/63/4, 639/64, 1049/51, 1396/7, 1474-80, 1773, 2028, 2914/27/32 and 8003/4.

Notably, the Central Liner coaching business passed to Flights of Birmingham, along with Bova FHD12.290s 41, 43 and 44 (HDZ 8350/2, 5010 CD, F920 BVP, F77 XUY, G544 JOG); DAF SBR3000DKZ570s 47, 48 (WLT 702, G776 HOV; MIL 9765, 245 DOC, G778 HOV); Volvo B10M-60s 49, 50 (J844/5 RAC), B10M-61s 51-54 (H407/8 LVC, H130/1 MRW); DAF SB3000DKV601s 55, 57 (GIL 2942, E355 EVH; TIA 5734, E357 EVH); Bova FHD12.290 59 (G543 JOG); Leyland Leopard 61 (FYX 817W) and DAF DE33WFSB3000s 63 and 64 (N63, 64 FWU).

Southend Transport AA

A change of policy is to see Volvo B10M-60s (with manual transmission) withdrawn and replaced by older Leyland Tigers (with semi-automatic transmission). Thus due to depart imminently are Plaxton 3500-bodied 565-8 (H845 AHS, H566/7 MPD, H372 PHK) and 3200-bodied 569-72 (F425/67, 523 UVW, F572 UPB). The first arrivals are former County Bus Tiger TRCTL11/3RH/Duple 320 C53F C253 SPC, similar but C49F C263 SPC, Tiger TRCTL11/2R/Plaxton Paramount 3200 IIE C49F B261 KPF and OIB 3520/2 (B270/2 KPF), withdrawn recently from Green Line 724 work on receipt of new DAF SB220s. The single-deck coach fleet will then be again standardised on the Leyland Tiger.

The complete Daimler/Leyland Fleetline stock is again under threat, being a non-standard type in the County Bus/Leaside fold; all are expected to be withdrawn and sold within months, including the last Fleetline chassis, 242 (MRJ 242W) and the long-lasting rebodied 1972 Daimler CRL6/33s 250-4 (Q475/6, 552-4 MEV, GHJ 377/4/9/5/6/L).

Fleetline 241 (MRJ 241W) is now back from repairs following its contretemps with a substantial tree and consequently, the very popular Leaside AEC Routemaster coach RM1453 (453 CLT) was last operated on Christmas Eve on traditional crew-service 1 (Rayleigh-Southend) in the evening peak.

The first vehicle in corporate livery appeared in mid-January, being Leyland Olympian 281 (MUH 281X), as expected with ARRIVA Serving Southend logos — it must be said to less than rapturous applause. Small white fleetnumbers are carried in former positions and legal lettering (for now) remains Southend Transport Ltd.

The last repaint into Southend livery was, perhaps appropriately, the DAF-engined Leyland National rebuilt as new in Southend's own workshops, 745 (PJ 3745), for the first time into standard fleet livery. This immediately followed the ex-Colchester stop-gap Leyland National 2s 12 and 25 (BVP 812V, EON 825V), required to bolster the Dart allocation following an increased requirement. Also now at London Road are four former Colchester Leyland National 2s 9, 10, 26 and 29 (BVP 809/10V, EON 826/9V), all withdrawn and not in use here.

South Wales Transport FG

Now reported in stock are Leyland Tiger TRBTL11/2R/Duple Dominant DP47F A672 KUM ex-Calderdale and Volvo B10M/Jonckheere Jubilee GSU 388 (E405 RWR) from unconfirmed source.

1953 Bristol KSW5G/ECW open-topper 500 (WNO 484) was not used last year and has been stored, withdrawn, at Llanelli.

Mercedes-Benz L608Ds 223/4/6/35-7/44-50 (D223 LCY etc) have been withdrawn and placed in store at Tycores along with un-numbered C210 HJN still in Eastern National colours and a hotch-potch of un-numbered Leyland Nationals comprising ANO 271S, YEV 319/23S, BNO 675T in Eastern National colours, YEV 311S in Thamesway colours, TBL 174M, GPC 736N and HPK 501N in Bee Line livery and OEP 791R and DAR 131T in red.

Also reported withdrawn are the pair of ex-Eastern National Leyland Olympian coaches, 908/9 (IIL 1828/9, B690/6 BPU).

Stagecoach Darlington ST

Now in stock are Mercedes-Benz 709D/Alexander AM B23F 341/2 (N341/2 KKH) from Kingston-upon-Hull stock and Volvo B6/Plaxton Pointer B41F 401-6 (L101-3 GHN, M104-6 PVN) from Transit.

Stagecoach Devon ST

New is Dennis Dart SLF/Alexander ALX200 751 (R751 BDV), whilst an acquisition is Dennis Dart/Plaxton Pointer 750 (N599 DWW). From Midland Red South comes Iveco 59.12/Alexander B29F 378 (N182 CMJ) whilst former Selkent DT-class Dennis Dart 8.55DL3003/Duple Dartline B28F now present are 771/3 (G28, 35 TGW) and un-numbered G30, 34, 37 TGW; 771/3 are repainted in corporate Stagecoach Devon style, 30 and 37 are in Selkent red with SD fleetnames and no fleetnumbers whilst 34 similarly and still with London fleetnumber DT34. Other ex-London additions are Leyland Titan TNLXB2RR/Leyland H44/27F 951/2 (OHV 738/29V), noted at work on service 12 (Brixham-Newton Abbott).

Acquired from Red & White are Volvo B10M-55/Alexander PS DP48F 807 (M752 LAX); Leyland National 10351A/1R/B44F DDW 433V is in use, repainted and without any fleetnames or fleetnumbers and Leyland Tigers AKG 197/271A are being repainted in corporate livery and were noted without fleetnames/fleetnumbers.

Just to confuse matters, Bristol VRT/SL3/6LXB convertible open-topper 937 (UWV 614S) has been at work here with United Counties fleetnames.

VRT/SL3 940 (LWU 467V) has been relicensed after repairs to its rear and roof after rolling into the depot structure at Torquay.

Former Thames Transit Iveco 59.12/Mellor Duet B26D 386/8-93 (L950 EOD, L318 BOD, L945 EOD, K718 UTT, L947-9 EOD) are now at Torquay in grey/purple TT colours. Similar 2086 (L946 EOD) is still in Park & Glide livery and is presumed due to become 387 on repaint.

The first Exeter-based minibus to lose its local livery in favour of Stagecoach corporate colours was 316 (M640 HDV).

Stagecoach Oxford ST

New Volvo Olympian/Alexander 501-9 (R501-9 UWL) are employed on the Witney service, new dual-door Dennis Dart/Plaxton Pointer 3063-5 (R63-65 UFC) working Blackbird Leys in a new Blackbird Flyer livery with more black.

Stagecoach South Group ST

New Sussex Coastline Dennis Darts 1-11 (R701-11 DNJ) now have Easy Access Bus branding with a downward arrow in livery stripes on each side unusually.

Further Leyland Titans taken into stock are TNLXB2RR/Leyland H44/29F 7281/4/5 (B121/4/5 WUV), currently unallocated and from Selkent.

Titans 7224/35/70 (OHV 724V, NUW 645/70Y) went from loan to Cambus to Kent Coachworks for repainting into Stagecoach livery, but 7208 (OHV 688Y) strayed to United Counties and was used at Bedford for a few days until mechanical problems stopped it. Sussex Coastline 7207 (OHV 697Y) is now H44/24F (ex-H44/27F) with a large luggage pen in its centre doorway area for use as the Portsmouth Ferry Shuttle bus in dedicated livery. Coastline's 7263 (NUW 663Y) now has a Hanover electronic front indicator display fitted and other recently-acquired Titans in this division are to follow suit — 7221/43/59 (OHV 761/43/59Y) being early examples. South Coast Buses Volvo 7305 (F305 MYJ) was the last of its batch to lose its Vulture electronic indicator display in favour of conventional roller blinds.

Unusual acquisitions are a further pair of ex-MoD Dodge G13/Wadham Stringer B39F, 9402 (D402 VKK, 92-KF-82) and 9406 (D406 VKK, 92-KF-92) for use as driver trainers for South Coast Buses, the former migrating to Hastings. 9402, now B29F with tables fitted and in livery but without stripes upswept at rear, is allocated to South Coast Buses at Hastings; 9406 retains its original green paintwork but with cream band added, and has remained B39F, based at Eastbourne.

Hampshire Bus Olympian/Alexander RL 224 (J624 GCR), lost its roof completely at Worthing Road railway bridge in Basingstoke. It was sent to Eastleigh for repairs.

Bristol VRT/SL3 780 (BAU 180T) is now in ancillary stock as a store-room at Aldershot depot, renumbered 9280.

Now withdrawn for disposal are Hampshire Bus Leyland National 152 (WPR 152S) and VRTs 7377/97 (EAP 977V, YEL 4T), South Coast Buses Leyland National 157 (UHG 757R), latterly used as a paint float vehicle by Hampshire Bus; Sussex Coastline VRT 7365 (DBV 25W) and former Sussex Bus CVE Omnibus 2402 (H402 KPY) and 2646 (G646 DBG).

Hardwick, Carlton (dealer) has taken Hampshire Bus Leyland National 101 (AYG 101T) and VRT 7377 (EAP 977V) along with Sussex Coastline VRT 7367 (JWV 267W). On a spicy note, former Stagecoach South VRT 7322 (VTV 172S) is thought to be the 'mystery' VR used in the Spice Girls movie, depicted with registration 5 GIRLS, but this is not yet confirmed. Your columnist also did not expect to mention the Spice Girls in these pages!

Stratford, Coedpoeth

Bristol VRT/SL2 DP NUD 105L has found a good home with the Oxford Bus Museum, for preservation.

Latest arrivals at Shamrock, Pontypridd, include four UVG-bodied Dennis Dart SLFs. R705 TRV is seen here in Pontypridd.
JOHN JONES



HALF CAB CORNER

Items of news about older British buses still surviving

Russell Howard-Tricker writes with news of British halfcabs in continental Europe.

Rover main agent Egbers of Breda, Netherlands, is restoring AEC Renown former demonstrator 8071 ML once more; once in pristine condition in preservation back in **London Transport** country-area green after a long career with Osbornes of Tollesbury, it had become down at heel more recently. Similar 7552 MX is with Friends of King Alfred Buses as a source of spares.

J. Bulena of Alkmaar writes to record ex-**Eastbourne** AEC Regent V/East Lancs XWV 612A at Monnickendam, north of Amsterdam and since traced to the Arena Hoeve Cheese Farm & Clog Makers. Now with roof profile lowered it has a multi-coloured livery for Passepartout. Other vehicles there are two AEC Regal IVs with Burlingham centre-entrance bodywork, 7227 TU ex-**Mulleys** of Ixworth and WFO 800 ex-**Bee-Style**, Manchester; a third AEC saloon is Burlingham C33F-bodied AEC Regal III DFK 214, also ex-**Mulleys**. The Lakeland Hotel at Monnickendam has former **Routemaster** Bournemouth Routemaster YVS 290 (149 CLT); ex-**East Yorkshire** Routemaster NVS 855 (WLT 757); former **Nottingham**/Norfolks open-top AEC Renown DAU 379C; ex-**Wilts & Dorset** Bristol FLF JMR 818F; re-registered ex-**Top Deck** FLF OPC 854; ex-**Eastern National** FLF OVX 297D; ex-**Western National** FLF BOD 86C; an open-top forward-entrance Welsh PD2, thought to be ONY 637F; ex-**Worthing** of Shrewsbury AEC Reliance/Duple Britannia C40F MVS 541; ex-**North Western** Leyland Tiger Cub LDB 796 now re-registered BE-21-96, and choice Dennis Lancet J3/Plaxton FC37F EMF 278 ex-**Chiltern Queens**. British vehicles at the sites in the Monnickendam and Kwadijk areas are owned by a syndicate, including vehicles from the Roda business in Arnhem. Also in the area, with Hotel Purner Eende at Kwadijk, is ex-Crosville Bristol L5G/ECW B35FR RSY 558, new as its KG214 and ex-Paris 1934 Renault 5002, carrying British registration EMH 208J.

Former **St Helens** Leyland Titan PD2As LDJ 988 and RDJ 728-31 are still owned by Gray Line, Victoria, Canada, having now served longer in Canada than in St Helens!

Richard Bellingham writes with news of vehicles in Switzerland. Ex-**Brighton, Hove & District** Bristol Lodekks are convertible open-top FS6B RPN 10 now refurbished with Londag of Basserdorf, Zurich, Switzerland — in closed-top form owing to Swiss regulations apparently. Convertible SPM 22, now re-registered ZH-487-258, is in '5361 Starlight' livery; the numerals represent the years of birth of Londag's owners (ie 1953 and 1961) and the upper deck has an 'open starlight' front section. It is immaculately presented in black, grey and blue livery. It visited the Gardner works at Patricroft earlier this year and it and all other Londag Bristols now have Gardner 6LXB engines. Meanwhile, FS6B convertible AFE 171A (XPM 42) is nearer home with Smith of Newport, Gwent, but is not in use.

Former **Bristol** Bristol FLF6G DHT 784C suffered a low-bridge accident whilst with Kontiki Reisen and is also in the care of Londag. It is now an open-topper, FHW 160D was also acquired by Londag on behalf of Markus Burri, trading as Piccadilly Tours of Winterthur, where it joins ex-**Eastern Counties** FLF6G GPW 442D. An older Bristol with Londag is former **United** Bristol KSW6B PHN 829, acquired in 1994 from a preservationist. This has not been altered in any way and Londag seeks a possible exchange for a Routemaster — contact R. J. Bellingham, 89 Pettycur Road, Kinghorn, Burntisland KY3 9RP.

Ralo Eventementen of Aalsmeer has a Bristol LD6G (carrying English registration 434 SHW) and an unidentified FLF6G, also ex-**Bristol**, whilst Heineken Nederland, or more precisely, Brouweij Zoutenwoude near Leiden has two ex-Southern Vectis LD6Gs, KDL 412 and LDL 720.

Former **Crosville** Bristol LD6G RFM 463, now re-registered M-MP-4100, is employed by Delta Public Relations & Veranstellungen Service of Munich as an exhibition unit, towing a generator. Ex-**Cumberland** Bristol LD6G XAO 604 forms part of a house near Zurich Airport. Ex-**Red & White** FS6G 1 EWO has been with its current owner in Munster, Germany for the past 16 years as an exhibition bus, based near Stuttgart. It has a German engine and gearbox.

Ex-**Eastern National** FLF6G HEV 966B is now in red in Berlin carrying the legend 'Olde England'. Ex-**Bristol** Bristol FLF AAE 263B is now re-registered B-LN-862 and wears a purple livery as an information unit for a Berlin theatre company carrying 'Shakespeare & Rock 'n' Roll' lettering. Its height has been reduced to 4m.

Roda British Transport Promotions of Arnhem has Routemaster WLT 718, now re-registered BS-04-96; an unidentified Bristol FSF6B/ECW registered 14-19-FB; ex-**Southern Vectis** LD6G ODL 15; ex-**Western National** Bristol KS5G/ECW LTA 945; ex-**Burnley** Leyland Titan quoted as PD2/East Lancs LHG 539 but which, if correct, be one of LHG 534-7 and ex-**Lancaster** Titan PD2/37 KTJ 206C. Also operated are two ex-**Southdown**/Crosville open-top Daimler Fleetline/Northern Counties, thought supplied via Northern Bus.

Though there's not much of the London Transport original left in it, this Maltese bus, Y-0683, is built on the chassis frame of former LT Leyland Tiger FEC TF43 (FXT 43).

JOHN G. LIDSTONE

Streamline Promotional Vehicles of Hilversum has ex-**Hants & Dorset** Bristol FLF6B semi-automatic LEL 652F, now re-registered AS-25-69; equally rare ex-**Barton** Titan PD1/Duple L53F now registered ZV-78-22 and an unidentified ex-**Hants & Dorset** Lodekka FS6G. A further Lodekka is owned, once part of Hans Sjoerds 'dealer float' in the shape of an LD-type, now with a Mercedes-Benz truck engine.

Former **Brighton, Hove & District** Bristol Lodekka FS DAP 64C is now in Italy with a new owner, last noted at Lasize near Lake Garda at a theme park this summer. It was exported by London Bus Exports of Chepstow in September 1986.

Ex-**Western SMT** Albion Lowlander UCS 660 has been recently sold by Max Mettler to M. Ghidorzi, who trades as London Bus of Basel, Switzerland.

An extraordinary survivor from another era is ex-**London Transport** Leyland Tiger FEC TF43 (FXT 43), which was in service until a few years ago on the Island of Gozo re-registered Y-0814 and now with an Aquilina B36F body. This very much rebuilt vehicle has just re-entered service on Malta, freshly painted in yellow, orange and white, re-registered Y-0683 and in regular service. It currently sports a vertical front-mounted AEC 505 engine, manual AEC gearbox and Bedford axles.

Other former British halfcab chassis (all with Maltese bodywork) recorded still in service in Malta in November 1997 were 1937 Leyland Tiger TS7 DBY 340 (FW 8825) ex-**Lincolnshire**; 1938 AEC Regals FBV 647 (ERA 914) ex-**Midland General** and FBV 799 (AHJ 404) ex-**Westcliff-on-Sea**/Eastern National along with 1939 FBV 771 (CU 4265) ex-**Northern General**; 1948 AEC Regal III DBY 312 (GNY 764) ex-**Thomas** of Port Talbot and DBY 346 (HYP 309) ex-**Catt & Swinn** of Great Bromley. Additionally, 1937 Leyland Titan TD5c FBV 801 (WH 9202) ex-**Bolton** and 1939 AEC Regal DBY 349 (HFC 413) ex-**City of Oxford** are believed still extant, but were not evident. Three further, but unidentifiable, British chassis at work in November were 1932 Leyland Tiger TS DBY 401 (thought the oldest chassis in regular use on the Malta route-bus network), 1930s Leyland TS or TD FBV 770 and 1938-built DBY 429 of unconfirmed make, but suggested as possibly a BMMO chassis. Thanks go to Mike Fenton for his research which has enabled these details to be given; any additional accurate data on 401, 429 and 770 would be welcome and will be passed on.

Demolition contractor J. Mould of Reading has former **London Transport** RTL988 (LUC 363). Now in permanent open-top form, it wears a red livery and is re-registered, although its new mark was not reported. **Eastern National** Bristol Lodekka FLF LWC 661C is now a static children's classroom at Drusilla's Zoo, Alfriston.

Magnificently-presented ex-**Crosville** Bristol L6A/ECW GFM 882 is still in occasional service and now carries route-branding (!) for a service between Dumfries and Edinburgh via Moffat, Tweedsmuir, Broughton and Penicuik.

AEC Regent V GJG 758D from **East Kent** stock has passed to London Bus Export Co of Lydney dealer from Drivewell of Darlington.

One of the more travelled examples of the **Eastern National** 1953 Bristol KSW5Gs converted to open-top, WNO 481, was noted in good condition in use at Puerto Colon, Tenerife as a mobile shop last summer. It was most notably used by Paul McCartney's band Wings. Less good news is that WNO 484 has been stood down by South Wales Transport for the present and WNO 480 has lain in the open, unrepainted, following engine failure back in summer 1989 when allocated to a lengthy and fast-timed service to Lowestoft. WNO 475/8/82 remain in preservation, but 475/82 are not often on view.



Sunderland & District GA

New are Optare Excel L1070/B41F 8133-9/41 (R833-9/41 NRG). 8140's registration remains to be confirmed.

Swanbrook, Cheltenham

The first minibuses in stock for a number of years are former Thames Transit Mercedes-Benz 709D/Reeve Burgess Beaver B25F E300/3 BWL, latterly with Nefyn Coaches.

The company has a contract to operate in the centre of Cheltenham with a Dotto land-train.

Plaxton Paramount-bodied Leyland Tiger B121 UUD has been sold.

Swindon & District ST

Four new Dennis Dart SLF/Alexander are due as 915-8 (R915-8 GMW) — prior to their arrival, four SLF/Alexander B37F (R467-70 LSO) are on loan from AA Buses, in its special green and cream livery, entering service on 1/2 December last.

Leyland National 10351B/1R 500 (VAE 499T) is now reinstated. Mercedes-Benz 709D 716 (N716 KAM) has gone on loan to Cheltenham & Gloucester at Stroud. Bristol VRT/SL3s 208/34 (NWS 288R, YEL 2T) have passed to Cheltenham & Gloucester after long-term loan there (qv).

Tees & District AA

Mercedes-Benz O.405/Optare Prisma demonstrator P441 SWX has been on trial here.

Tellings Golden Miller

Operation of LT service 235 (Brentford-Sunbury) began on 10 January using new Dennis Dart SLF/Plaxton Pointer B39F R501-14 SJM.

Mercedes-Benz 811D/Optare StarRider B26F F34/46 CWY are acquisitions from Bridge of Paisley, but new to London — smaller 307D/Yeates eight-seater E834 EUT arriving for use as a crew ferry.

MCW Metroriders E224/32 PWY are now withdrawn, the latter under cannibalisation.

Group codes

- AA — Arriva Passenger Services
- BL — Blazefield Holdings
- EY — EYMS Group
- FG — First Group
- GA — Go-Ahead Group
- MT — MTL Holdings
- NX — National Express
- ST — Stagecoach Holdings
- YT — Yorkshire Traction

Thamesway FG

Another different type for the Southend area is marked by the arrival of Leyland Tiger/Alexander TE DPs 1112/4/5 (HHJ 373/5/6Y) at Hadleigh.

Ford Transit driver trainer 9719 (C450 BHY) has been withdrawn.

Thomas, Porth

Former Nottingham Leyland Atlantean/Northern Counties H47/31D ATV 671T and BRC 679T and East Lancs H47/33D-bodied BTV 653T are now in stock here.

Travel Merry Hill NX

New are Mercedes-Benz Vario O.814/Alexander B27F 261/2 (R261/2 XDA), dedicated to the service linking Sandwell & Dudley Station and Dudley Town Centre.

A wholesale clearout of the Freight Rover Sherpa has been achieved with the withdrawal and sale of 127/9/34-7/41/2/4/5/50/3 (F877/9/84-7 XOE, G227/8 EOA, H713/4 LOL, G267/72 GKG).

The current 1998 fleet comprises 110/43/7/54-75, 251-62, 688, 603/8/11/5/32/3/41 and 6960/5.

Martins of Middlewich (dealer) has taken 128/31/3 (F878/81/3 XOE).

Travel West Midlands NX

New deliveries continue with Mercedes-Benz Vario O.814/Alexander B27F 241-50/66-75 (R241 XDA etc) and Volvo B6LE YV3R/Wright Crusader B37F 580/1 (R580/1 XDA).

Pioneer 1986 Leyland Lynx 1061 (C61 HOM) is newly converted as a permanent driver trainer and renumbered 9061 for this role.

Following the end of Fleetline operation in December, the last Leyland Nationals have also now reached the end of the road, the last three being Leyland National 1843 (TVP 843S) and Leyland National 2s 1025/35 (DOC 25, 35V) at Wolverhampton. The type continues in the Smiths of Shennington fleet, however (see under that heading for current fleetlist).

The refurbishment programme for Mkl MCW Metrobuses has been halted, although a number of MklI specimens are still being attended to by Marshalls of Cambridge.

At the turn of the year, the Reserve fleet at Walsall comprised MCW Metroriders 629/49/66 (D629/49 NOE, F666 YOG), Leyland National 2s 1025/35/9 (DOC 25V etc), Leyland Nationals 1821/43/54 (OOX 821R, TVP 843/54S), rebuilt Leyland Fleetline saloon 1956 (WDA 956T), MCW Metrobuses 2147/65 (GOG 147/65W), 2221 (GOG 221W), 2375 (LOA 375X), 2415/9/26 (LOA 415X etc), Daimler Fleetline open-topper 4069 (YOK 69K), Leyland Fleetlines 6634 (SDA 634S), 6898 (TVP 898S), 6932/54/5/67 (WDA 932T etc), Volvo B10M-60s 8002/5 (K660/57 BOH) and Lynx trainer 9061 (C61 HOM). Held for sale are Iveco 49.10s 584/93 (D584/93 NDA), Metroriders 618/48 (D618/48 NOE), Dennis Lancet 1054 (B54 AOC), Metrobus 2234 (GOG 234W) and Fleetline 6925 (WDA 925T) — these mostly at Martins of Middlewich, (dealer).

Disposals are of Iveco 49.10 595 (D595 NDA) to Brendon Crowley, Eire; MCW Metroriders 614/22/50 (D614 NOE etc) to Wacton, Bromyard (dealer) for export and 623/56/81 (D623 NOE, E656 RVP, F681 YOG) for scrap. Leyland Nationals 1009/10/3-5 (AOL 9T etc), 1806/8/12/22/41/8/50 (OOX 806/8/12/22R, TVP 841/8/50S) have all gone to K-Line of Leeds, 1597 (NOE 549R) going to Gilligan & Wildon of Winsford, 1607 (NOE 607R) to Thorpe of Ossett, 1662 (LJN 662P) to Thames Valley Training, 1749 (UHG 749R) and Leyland Fleetlines 6560 (SDA 650S), 6723 (NOC 723R), 6871/6 (TVP 871/6S), 6901/12/42 (TVP 901S, WDA 912/42T) all to Gilligan & Wilson of Winsford. MCW Metrobuses 2228/30/5 (GOG 228/30/5W) are now with Goldblade of Park Royal, Leyland Fleetlines 6650 (SDA 650S) and 6902 (TVP 902S) passing to Goodwin, Carlton (dealer) for scrap, 6670/7 (WDA 670/7T) and 6941 (WDA 941T) to Whiting, Carlton (dealer) also for scrap. 6952 (WDA 952T) is now with Harpur of Littleover.

Generously, Fleetlines 4041 (XON 41J), 4714 (JOV 714P) and 7000 (WDA 700T) have been donated to the Aston Manor Museum of Transport. 7000 was the very last Fleetline in service (as recorded elsewhere in these pages) whilst 4041 and 4714 had been previously on long-term loan to the Museum.

Recent vehicle transfers have left Walsall as the first depot to lose all its Mkl MCW Metrobuses.

Travel West Midlands is thanked for the regular supply of copious detailed source notes of its main and associated fleets.

United AA

Perhaps another new standard single-decker is indicated by an order for a fleet of 36 Plaxton Prestige-bodied DAF SB220s, expected to be numbered 4023-58.

New are 1607 (R607 MHN), a Dennis Dart SLF/Plaxton Pointer B39F which is first of the batch 1601-9 due, along with Optare MetroRider/B31F 2701-10 (R701-10 MHN), with sisters 2711-25 (R711-25 MHN) due. MetroRiders 2701-10 are in red/cream for Darlington (2701-8) and Bishop Auckland (2709/10), 2701-6/8 also route-branded for Darlington town service 23 (Whinbush-Skerne Park) and have ousted older Optare MetroRiders 2617-24 (P617-24 FHN) — several of which have gone on loan to Northumbria.

Acquisitions to record are National Greenway/East Lancs B41F SIB 1280/1/3/4/6/7 (EPD 541V, BPL 489/79T, YPL 445T, BPL 482/3T) from Kentish Bus. It is thought that 10 Greenways are due, some for transfer to TMS stock.

United Counties ST

Another new Volvo Olympian YV3YNA/Alexander RL is 703 (R703 DNH), which was expected as H51/36F, but materialised as DPH47/32F. Entering service as 703, it is now renumbered 559 and thereby precedes 560-2 (R560-2 DRP), also to DPH47/32F pattern. New coaches comprise Volvo B10M-62/Plaxton Premiere 320 C51F 178-82 (R178-82 DNH).

Coaches re-registered are 83 (83 CBD), now A294 ANH; 86-89 (TSU 639-42) now FKK 839-42Y respectively; 144/5 (J752/3 CWT) now TSU 639/40 and 146/8/9 (K758/60/1 FYG) now 83 CBD, TSU 641/2 respectively.

Withdrawals to record are of Leyland Tiger coaches 83/67/9, 108/10 (A294 ANH, FKK 839/40/2Y, A108/10 TRP) and further Bristol VRT/SL3s 849/78/85, 909/11 (OVV 849R, XNV 878/85S, FRP 909/11T) VRs 876/85 (WBD 876S, XNV 885S) and Tiger 111 (A111 TRP) have passed to Fleet Link, Liverpool (dealer).

Wallace Arnold

Fifty-one Plaxton-bodied Volvos are due this season, all fitted with air conditioning.

Western National FG

Deliveries comprise Dennis Dart SLF/Plaxton Pointer 2 DP35F 447-64 (R447-64 CCV), with 447/8/54-64 being noted at Camborne and 449-53 unconfirmed at Plymouth. 447/8/54/9/63/4 have electronic numeral indicators but conventional roller blind destination displays. 455-8/60-2 having full electronic displays. 455-8 are also branded for service 18 (Truro-Penzance), replacing earlier 427-30 (P427-30 ORL), now cascaded to St Austell and joining 431/2 there.

Leyland Tiger/Plaxton Paramount 3200 2213 (A658 VDA) is now re-registered HVJ 716.

Bristol VRT/SL3s 1114/48 (VDV 114S, AFJ 750T) are due for early withdrawal, both being overall advertisements in recent times.

National Express-liveried Volvo Expressliner 2243 (J243 LGL) has been returned to Road Lease.

Glyn Williams, Crosskeys

New deliveries are of Dennis Dart SLF/UVG Urban Star B43F 17, 22 and 7 (R407-9 AOR).

Gwyn Williams, Lower Tumble

Former Oxford/London Leyland Titan TNLXB2RR/Leyland H44/26D KYV 452X is another now in stock.

Wilts & Dorset

Damory Coaches now has Leyland DAF LDV200/M-8-5166 (N614 HRV), originally intended for Tourist Coaches.

Yellow Buses, Bournemouth

Leyland Leopard coach ERU 392V is now back in main fleet stock as a driver trainer.

Volvo Citybus 2 (D200 ELJ) has had its upper saloon rear window panelled over

Yorkshire Bus Group AA

New DAF DE33WSSB3000/Van Hool 31 (P31 XUG) is to C44Ft layout.

West Riding Optare MetroRider 708 (H708 UNW) has been withdrawn, both this and sisters 701-7/9-13 (H701 UNW etc) all passing to Clydeside. South Yorkshire MetroRiders 756/7 (N756/7 LWW) created some interest when loaned to Belle Isle during November and December for Christmas Park & Ride services, their noticeable blue livery aiding their identification on this work. Green WR-liveried MetroRiders 746/7 (M746, 247 WWX) went to Pontefract in exchange; Yorkshire Woollen Mercedes-Benz 811D 778 (L778 RWW) has also been in use at Pontefract.

Yorkshire Woollen Leyland National 2 153 (DMS 19V) is another to migrate to Crosville Cymru, but cannibalised 144 (LRB 205W) has gone to North, Sherburn-in-Elmet (dealer). West Riding Leyland Olympian 513 (CWR 513Y), Yorkshire Woollen 522/3 (CWR 522/3Y) have also gone to Crosville Cymru. Leyland National 2 driver trainer 991 (LRB 201W) has passed to the North Western Group additionally.

Yorkshire Rider Group FG

The latest batch of Volvo Olympians is to be numbered from 5606-25, latest of which to be delivered are YV3NA/Alexander Royale H43/29F 5620/1 (R620/1 JUB) based at Bramley. 5606-21 are with Leeds City Link and 5622-5 will be for Bradford Traveller. Just to confuse, 5612 was displayed for Bradford when freshly delivered. An unregistered Dennis Dart SLF/Plaxton Super Pointer B41F demonstrator (in lilac with black, grey and orange trim) has been noted at Kirkstall Road.

A further pair of Greater Manchester vehicles acquired are Leyland Fleetline FE30AGR/Northern Counties H43/32F 7254/5 (GNF 16V, KDB 136V), both of which were pressed into service in full GM livery — including fleetnumbers; Calderline fleetnumbers were added after one day of use however.

Former Greater Manchester Leyland Atlanteans 6451/2 are now prepared for use in Bradford colours, but were not initially placed in service. Indeed, GM 4434 (SND 434X) did not enter service, leaving Kirkstall to return to Greater Manchester, which has placed it back in service! Former Quickstep Atlanteans 6058/61 (HWT 44, 47N) are now reinstated with Bradford, 6061 having also been used as a driver trainer there briefly. Former Kingfisher Huddersfield Leyland Fleetline 7156 (CWU 156T) is also back in use, but with Calderline at Halifax — one of only seven 70xx/71xx Fleetlines remaining.

Springfield Coachways of Wigan has joined the growing number of operators of the Optare Excel. R642 MBV is seen in Wigan Bus Station.

S. J. KELLY



Huddersfield Atlanteans 6269/88/92/4 (PUA 269W etc) have variously been on loan to Bradford, whilst newly-acquired Atlanteans 6436-8/43/5/6 are all employed on the Storthes Hall students shuttle service 318 in Huddersfield, thereby enabling the return of 6291-4 to normal service, supported by ex-GM 6447-50. A vehicle shortage at Bramley also saw the use of Bradford's recently-reinstated Atlanteans 6058/61 and 6113, as well as Olympians 5109 and 5509 briefly.

Leyland Olympian/Roe 5027 (CUB 27Y) has been out of service since 13 May 1996, when its upper saloon and roof were gutted by fire; work has recently commenced to repair it for further service.

MCW Metrobus 7523 (CUB 523Y) is another to be rebuilt with lower saloon window panelled over. Many vehicles are now having foglamps panelled over also.

Dennis Dart 2202 (M202 VWU) retains Flagship livery, but has lost Flagship lettering in favour of lettering for Sainsbury's Supermarket, on which dedicated service 308 it now operates.

Withdrawals to record are Bradford Mercedes-Benz L608D 2117 (D564 FAE — out of use since June last) and Leyland Atlanteans 6161/4 (WNW 161/4S); Calderline has lost Tiger DP 1672 (A672 KUM); Leeds has lost Volvo B10M-60 coaches 1419/20 (G427 PWW, G76 RGG); Dennis Darts 3306-12/6-8 (P819 YUM, P889/90 TCV, P822-5/9-31 YUM) and Atlanteans 6005/64/8/74 (GUG 535N, HWT 50, 54, 60N). An additional casualty was one of just two Leyland Fleetlines with Roe bodywork remaining, 7155 (CWU 155T), which was blown over at Scammonden during severe gales on 8 December and was immediately withdrawn as a result.

Borrowed Darts 3306-12/6-8 in drab allover red have gone to Strathclyde Buses as intended; Tiger 1672 has gone to Brewers; 6005/68/74 to Greater Manchester (expected to become driver trainers); Fleetline 7153 (CWU 153T) to West Yorkshire Fire and Rescue Service Huddersfield after a period on loan. PVS, Carlton (dealer) has also taken redundant and previously-withdrawn Bradford Mercedes-Benz 2114 and Atlanteans 6033 and 6186; Huddersfield Fleetlines 7097, 7137/44/8/52 and Halifax Fleetline 7109.

Atlantean 6064 has been making itself useful as a route-learning vehicle for newly 'passed' drivers with the Bramley-based Leeds Driving School. Bedford YMT driver trainers 9368 (Huddersfield), 9407/8 (Bradford) and 9414 (Leeds) have also been withdrawn. PVS has taken 9407/8. Meanwhile, Atlanteans 6140/59/70 (SUA 140R, WNW 159/70S) are now numbered 9428-30 in the Leeds-based driving school fleet.

Yorkshire Terrier YT

Of the new East Lancs-bodied Dennis Dart SLFs, 126/9 (126/9 TWF) are to B40F layout and 127/8/30 (R127 TWF etc) are B41F. 130 was temporarily downseated to B39F pending change to a permanent B40F later.

Volvo engined allover white Leyland National UHG 728R has been on loan to cover for Volvo B6s away for manufacturer's modifications. It is no stranger to the City of Sheffield, having worked for Sheafline/Mainline as its 865.

Leyland National 28 (NEV 675M) has been withdrawn and sold to TM, Old Tupton.

Scania K112CRB/East Lancs 88, 93 (D88, 93 KLX) have been withdrawn.

Yorkshire Traction YT

Allover white Volvo B6LE/Alexander ALX200 demonstrator P678 NOJ has been at Barnsley on trial on 'low-floor' services 343/344 taking the place of a Dennis Dart SLF.

Plaxton-bodied Neoplan N722/3 95 (C95 KET, 4195 HE, C95 KET) has been withdrawn and sold to Jolly Roger, York where it rejoins stablemate 96 (C752 SWX, 3141 HE, C752 SWX). MCW Metroliner 556 (E556 YKW) was sold to Strathtay.

Leyland Nationals 417/20/58 (NWG 417R, OWF 420R, XAK 458T) have gone to Wigley, Carlton (dealer) via Barnsley & District, trainer Leyland Nationals FHE 400L and HEU 123N being cannibalised here.

Yorkshire Travel, Dewsbury

DAF SB220LT550/Northern Counties Countybus Paladin B49F M846 RCP, latterly with Speedlink Air Services, was on loan briefly late last year.

Youngs, Newent

Ex-Brewers Leyland Tiger TRCTL11/3RH/Duple Laser 2 C51FT B221 WEU and TRCTL11/3R/Duple Caribbean 2 C51FT B905 DHB are now in stock.

CHANNEL ISLANDS

GUERNSEY

Guernseybus

Acquisitions to record are of Iveco 49.10/Robin Hood B24F F133/4 TCR and similar, but Phoenix B24F-bodied G137 WOW, both from Provincial. These are first of several minibuses to replace the time expired Freight Rover Sherpas; F133 TCR was first in service as 82 (31927), used on the Footes Lane Shuttle.

Sadly work has ceased on the conversion of 20, the former London Transport RT1896 (LLU 804), to forward entrance. Vernon Prialux, who was undertaking the work, has been retired again.

JERSEY

Aurigny

Former Guernseybus Bristol LH6L 12728 (and one other) is still at the Airport in full Aurigny airline livery. Leyland National QJD 905R is also still busy.

JMT

Not previously recorded are new Dennis Dart/Plaxton Pointer B43F 11, 22, 47, 65 and 66 (J 13853, 74393, 69267, 86370/2). Duple-bodied Ford 22 (J 33703) has been withdrawn and scrapped with 47 (J 14972) earmarked for early withdrawal.

Jersey Harbours & Airport Committee

Five 1993 DAF-engined Den Oudsten Alliance B90 airside vehicles are now in stock, carrying Dutch registration marks 3MU-402, 4MU-402, VV-64-PL, 4NF-106 and VV-16-PL. They can accommodate 32 seated and 51 standing passengers.

As a result, ex-London Leyland Nationals C91-93 (AYR 308T, THX 121S, BYW 403V) are no longer used on terminal work.

Pioneer Coaches

Another arrival from the UK is former Harrogate & District Leyland Swift/Wadham Stringer C39F E962 NMK, now 15 (J 14610). Sister E961 NMK is also now owned. Similar 5 (F793 RBK) came some time ago from the Royal British Legion at Cromer and, given its specialised former role to convey those with special needs, required some conversion work for use as a conventional fully-seated coach to C42F layout.

Swifts 11 and 12 (J 2348, 2620) are now to C43F layout also.

Leyland-DAF 400 23 (J 69945) is now in stock ex-The Good Companions Club as a non-pcv.

Tantivy Blue Coach Tours

This is the new fleetname for the combined operation, following the acquisition of Blue Coach Tours by Tantivy Holiday Tours last year.

The substantial fleet is renumbered, as follows:

1-9 (J 82047/9, 39815, 47452/3, 41130, 61774, 32575, 48300)
10-12, 14-19 (J 48388, 80977, 33630, 24489, 24457, 24573, 57357, 57331, 57347)
20, 28, 29 (J 75668, 61644, 6380)
30-39 (J 44478/85, 10376, 10429, 10519, 43881, 34317, 40614/79/58)
40-49 (J42753, 42607, 26678, 26724, 26626, 10603, 10569, 29206, 64338-40)
50-59 (J 64340, 11548/4, 29226, 60112, 20050, 7247, 20051/72/49)
60-69 (J 65059, 64346, 52603, 51993, 20997, 62568/7/9/6, 62616)
70-76 (J 62618, 43852, 43189, 58925/34/1/27)
100-109 (J 63875, 14796, 23409, 83736, 45744, 33181, 55378, 49246, 12633, 49250)
110-119 (J 70187, 21681, 29564, 29471/92, 27061, 16116, 29300, 57447, 17309)
120-129 (J 56923, 56886, 56929, 50226/37/37, 28038, 25291, 25714, 25627)
130-139 (J 25720, 57219, 57035/62, 25401, 17205/60/82, 24635/50)
140-143 (J 24698, 43783, 33493/82)

An arson attack has sadly terminated the careers of 63 and 67, also severely damaging the rear of 58.

A Bedford OB has been acquired from the UK in the shape of JAB 661 ex-Adam Bros of Handley, being promoted on company literature still carrying this registration mark and with Victory Tours fleetnames. Re-registered as J 7247, it is to wear Tantivy maroon and cream livery and is the third OB to enter service in Jersey in recent years (Classic Coaches J 5149 and J 9151 being the other pair). Consequent upon the re-registration of the OB, Bedford/Duple 56 (J 7247) is now J 86601.

Another ex-UK Leyland Swift to migrate here is former Gatwick Parking F997 UME, now numbered 21 and re-registered J 12695.

Five former coaches have been despatched to the UK to have their bodywork stripped following extensive cannibalisation here — their chassis are then to be exported to Pakistan. They are J 13969, 16315, 51994, 54662/3 and 57367; these have been out of use for some 18 months previously.

Former Mascot Motors J 43480 and former Blue Coach Tours J 62617 have been scrapped.

ISLE OF MAN

Isle of Man Transport

The sixth Leyland Lynx to arrive from Halton Transport is LX2R11C15Z4R/B51F G221 DKA. Ex-Portsmouth Leyland Atlanteans 34-44/6-8 (CMN 34C etc) are now renumbered 134-44/6-8.

Group codes

AA — Arriva Passenger Services
BL — Blazefield Holdings
EY — EYMS Group
FG — First Group
GA — Go-Ahead Group
MT — MTL Holdings
NX — National Express
ST — Stagecoach Holdings
YT — Yorkshire Traction

ACKNOWLEDGEMENT

A warm vote of thanks go this month to the following who have been kind enough to write to Fleet News — thank you, each one for your time and effort:

Anglia PSV Enthusiasts Club, *Anglian Review*, Matthew J. Arnold, Bill Ashcroft, Andrew Bagshaw, Eric Baldock, Chris Barker, Harry L. Barker, Andrew Bartlett, Jason Beverley, Michael Bewes, Terry S. Blackman, K. N. Bladon, Simon Blake, M. L. R. Bott, Stephen Briggs, Bristol Interest Circle, *Bristol Passenger*, British Bus Publishing, British Trolleybus Society, J. Bultena, *Bus Fare*, The Cambridge Omnibus Society, *Cambus*, Roger Carey, D. J. Carter, The Channel Islands Bus Society, Andrew P. Churchill, *Cleveland Transit News*, R. N. Collins, Harry W. Cooke, Tony Coram, Chris Corroy, County Bus & Coach, Paul Crate, Crosville Enthusiasts Club, Gareth Crowther, Cumbria Transport Society, Michael Davies, Nigel Diplock, James Dunkley, Eastern Transport Collection, David Enticott, Essex Bus Enthusiasts Group, Ian Francis, Richard Gascoine, Greater Manchester Transport Society, George W. F. Green, Guide Friday, Peter Guppy, Toby Hart, A. D. Healey, R. Humphrey, D. Johnson, Michael A. Jones, Steven Knight, Lancaster & Morecambe PSV Society, Michael M. Lee, Leicester Citybus, Byron Lewis, Gary Llewellyn, *Lincolnshire & East Yorkshire Transport Review*, London Central, London Omnibus Traction Society, Christopher J. Lowe, M&D and East Kent Bus Club, David Mallon, Manx Electric Railway Society, *Manx Transport Review*, Merseyside Bus Club, Metroliner, Romana Mewett, Midland Counties PSV Society, Midland Red North, G. R. Mills, Peter Mudel, G. C. Nelson, Billy Nichol, Simon Nicholas, P. Nicholls, North Birmingham Busways, North East Bus, Northern Group Enthusiasts Club, *North Essex PSV News*, Northumbria Enthusiasts Club, Colin V. Parker, Deric Pemberton, People's Provincial, Timothy Phillips, John R. D. Podgorski, Bill Potter, Steve Powell, Michael A. Quinney, Ribbles Enthusiasts Club, S. G. Richards, Road Car, Mike Robins, Dave Russell, M. J. Saltmarsh, Steve Sanderson, Ken Savage, Richard Scott, Phil Shafe, Sheffield Omnibus Enthusiasts Society, A. C. Small, Mark A. Smith, R. G. Smith, Solent Omnibus Club, Southdown Enthusiasts Club, Eric Speckman, Alan Spencer, Staffordshire Bus Enthusiast Group, *Stage Carriage*, David J. Stanier, Graham Stone, Suffolk PSV Enthusiasts Group, Swindon Vintage Omnibus Society, Daniel Tancock, *Terminus*, *The Enthusiast*, Dave B. Thomas, Philip Thomas, Thomas of Bubwith, Peter Ticehurst, M. J. Tozer, Transpire — The Chesterfield Bus Society, Travel West Midlands, Allen Trenchard, Trent Buses, *Ultimate*, United Counties, United Enthusiasts Club, D. E. Wall, Philip R. Wallis, R. M. Warwick, J. Watson, *The Waybill*, *Wessex bi-monthly REVIEW*, The Wessex Transport Society, West Yorkshire Information Service, *West Yorkshire Metro Transport News*, *Wheels*, D. C. Wilder, Eric Wilson, Wilts & Dorset, Andrew Wood, Dr J. R. Young, John K. Young.

I would like to extend a special vote of thanks to the Stagecoach Group this month for its positive contribution to enthusiasts by way of material made available both directly to Fleet News and to the many societies which kindly, in turn, share it with us here.

Reports to be sent, please, to Sandy Macdonald, 12 Morton Gardens, Maxwell Park, Glasgow G41 4AF, to reach him by 19 March for the May issue.

Aberfeldy Motors

North Western Conversions-bodied Mercedes-Benz 410D H903 AKL is now owned by Coussens & Castleton, Stainton.

Allander, Milngavie

Further fleetnumbers reported are AT13/4, on Jonckheere-bodied Volvo coaches N812/3 NHS.

Austin, Earlstoun

HIL 5345 (OSX 574Y) is a Volvo B10M-61 with Plaxton C53F bodywork acquired in September ex-Hunter, Loanhead.

Beekman, Airdrie

From 18 December this operator extended his Burnfoot local service in Airdrie to Gartness, as a commercial replacement for the service previously provided by Kelvin Buses, and then temporarily on a subsidised basis by Irvine, Salsburgh.

Bluebird Buses ST

641-50 (R641-50 LSO) are the latest Volvo B10M-55s with Alexander PS B49F bodywork which were new in December and have been allocated to Aberdeen (641-5) or Inverness (646-50) depots. 641-5 have replaced similar dual-purpose seated 589-93 on Aberdeen city service 59 (Northfield-Balnagask).

Another addition in December was 232 (D322 MNC), a Mercedes-Benz 609D with Made to Measure DP25F bodywork previously Western Buses 235 but in this fleet prior to that and transferred to Western Buses in 1997. It has been put to work from Stonehaven depot.

Alexander B21F-bodied Mercedes-Benz L608D 227 (RBZ 5497, D107 NUS) was returned to its owner, Stagecoach Glasgow, in December after being on loan for a spell while a more spectacular move within the group concerns ECW H43/31F-bodied Bristol VRT/SL3/6LXCs 124/5 (KWA 215/6W) which were transferred to Stagecoach New Zealand in December!

Further to last month's issue, the late night section of service 59 mentioned above only operates on a Saturday night now although it does continue to Northfield (albeit for only two journeys) while the Balnagask section has been increased to four departures. This amplifies the previous report.

Former Alexander (Northern) NRA106 (HHE 323), a Leyland Tiger PS1 new to Yorkshire Traction as AHE 467 and rebuilt by that company in 1955 as a double deck with Roe H33/26R bodywork, moved from non-PSV Ferguson, Frickheim to McLuskie, Kirkliston for preservation last year. Simpson, Roseheartly acquired this and other similar buses HHE 319-22/4 in 1965, but when the Simpson business was sold in December 1966 they passed to Alexander (Northern) ownership.

Bryans, Denny

Vehicles which left this fleet within the past year or so include B17F Omnis L960/1 JMS and TBP DP22FL-bodied Mercedes-Benz M189 RLS, all of which were returned to Falkirk Council, the inheriting authority of Central Regional Council's Easyboarder services in the Falkirk area. The Omnis had proved to be unreliable and the Mercedes-Benz was supplied by the Council to provide cover for them.

The fleet still contains Optare MetroRider M283 SMS (DP24FL) and Marshall Minibus P2 WBC (B27FL) for use on this type of work which is still undertaken by the company.

Cityliner, Port Glasgow

The limited stop services between Glasgow, Buchanan bus station and Balloch were cancelled with effect from 26 January.

Citylink NX

Van Hool-bodied Volvo coaches R901-6 JGA of Park, Hamilton are in Citylink livery.

City Sprinter, Erskine

D501/63 RCK are a further pair of Reeve Burgess B20F-bodied Mercedes-Benz L608Ds which have joined this fleet, previously Dart, Paisley 501/63.

Clan, Kyle

Further to the report last June, Van Hool-bodied Volvo B10M-61 12 EWO (D846 FST, D800 EST) was re-registered D583 SBS last April when new Bova 12 EWO arrived.

Clydeside AA

It is understood that eight gas-powered buses are due to be delivered to this company in the near future.

Former Bridge Coaches Dormobile-bodied Mercedes-Benz 709D K95 RGA has been given fleetnumber 237 and repainted into red, yellow and white fleet colours.

Disposals of redundant stock last August not previously recorded under this heading comprise Northern Counties-bodied Dodge S46s 002 (LAZ 4475, D424 NNA), 003 (LAZ 6739, D428 NNA) to Gillen, Port Glasgow and Alexander-bodied Leyland Leopards 714 (BSJ 914T), 768 (GCS 68V) to Cygnet, Darton.

Mercedes-Benz L608D minibuses 10/1 (HIL 8438/9, C212/4 EKJ), 12 (LAZ 5765, D650 CVM), 13 (LAZ 5964, D652 CVM), 14 (LAZ 5785, C203 PCD), 15/6 (LAZ 5929/62, C203/11 EKJ), 17 (LAZ 6771, C207 EKJ), 18 (D36 KKP), 19 (C206 EKJ), 23/4 (D203/6 SKD) were all transferred to The Shires, Luton in October for use on a new operation in the Luton area running as Challenger Transport. They retain F&L livery with the addition of dark green Challenger Transport fleetnames, but most interestingly the legal lettering remains that of Clydeside Buses Ltd.

Mellor-bodied Iveco 59.12 310 (N936 ETU) and un-numbered Keillor-bodied Iveco 59.12 M583 SSX were transferred to Crosville Wales in September/October. The latter had been allocated fleetnumber 310 but was not used and this number was then used for the former. Another two vehicles were sold to Lough Swilly in November comprising Plaxton-bodied Leyland Tiger 173 (407 CLT, A173 UGB) and Alexander-bodied Leyland Leopard 702 (BSJ 902T).

Coakley, Bellshill

Plaxton-bodied Mercedes-Benz O.810 R730 EGD new last August has B27F bodywork.

Dart, Paisley

Leyland National TRN 806V entered service in December numbered N28, although it had previously been allocated number N31. It was re-registered NIL 7241 soon afterwards. Reeve Burgess-bodied Mercedes-Benz L608Ds D501/63 RCK have joined other similar vehicles from this fleet with City Sprinter, Erskine.

Davidson, Bathgate

Subsidised evening and Sunday journeys on service 37 (Edinburgh, St Andrew Square and Wilkieston via Ratho) were cancelled with effect from 7 December when they were replaced by Midland Bluebird service 137.

DB Travel, Dumbarton

Reeve Burgess B20F-bodied Mercedes-Benz L608D C402 VVN has been purchased from Boyce, Milton of Campsie who did not run it long on the Kirkintilloch-Glasgow service started last October.

Dickson, Erskine

G367 PNS, a Scott C25F-bodied Mercedes-Benz 709D, has been acquired ex-Keir, Kemnay.

Dunn, Port Glasgow

D564 RCK is a Reeve Burgess B20F-bodied Mercedes-Benz L608D previously with Dart, Paisley which entered service in November.

Ferguson, Stirling

Rootes B16F-bodied Freight Rover Sherpa D464 CKV was sold in November.

Fife Scottish ST

337-42 (R337-42 HFS) are new Alexander PS-bodied Volvo B10M-55s of which further details are awaited, while 614 (R614 GFS) is a Dennis Dart SLF with Alexander ALX200 B36F bodywork which was allocated to Cowdenbeath depot when delivered in December. It is understood to be the first of eight.

Additions to this fleet last summer but not previously recorded are 573-6 (P973-6 UVV), Volvo B10M-55s with Plaxton Interurban AC71F bodywork previously Ribble 101-4, which arrived last July and were allocated to Dunfermline depot. Their arrival meant that this company had 10 out of the 12 articulated coaches owned by the Stagecoach group, with the others also being in Scotland with Western Buses.

Other additions last November comprised 754/5/6/3/4/9/71/2/82/6 (NUW 654, 555/91/3, 615, 571/2/82/6Y), Leyland Titan TNLXB2RRs with Leyland H44/24D bodywork previously East London T654, 555/91/3, 615, 571/2/82/6. 755/63/4/71/2/82/6 have been allocated to Cowdenbeath depot while 754 is at Aberhill and 769 is at Kirkcaldy.

Volvo Citybus 920 had its upper-deck coach seats replaced by bus seats last year, but retains coach seats on the lower deck. Leyland Titan 760 is now H44/26F while Reeve Burgess-bodied Mercedes-Benz 811D 77 is now in standard livery ex-Stagecoach Express.

Alexander B53F-bodied Leyland Leopard PSU3F/4R 139 (WFS 139W) and PSU3G/4R 160 (CSF 160W) were sold to Tiger (dealer), Salsburgh in December.

First Stop, Renfrew

Talbot Pullmans E319 LHG and F814 VAC, with B20F and B22F bodywork respectively, are further examples of their type to be purchased, both having previously been with Ashton, Port Glasgow.

Fishers, Dundee

An additional local service introduced last summer but not mentioned previously is 139 between Auchterhouse village and Auchterhouse Road End, which operates twice on Mondays to Fridays to connect with Strathgry service 57 (Perth-Blairgowrie-Dundee).

Gibson, Moffat

Duple-bodied Leyland Leopard VRM 622S was scrapped last July.

Glen, Port Glasgow

R508 SCH is an Iveco EuroRider 391E with Beulas C55F bodywork which was new in October while Van Hool C53F-bodied Volvo B10M-62 M830 HNS (LSK 502) was purchased in December ex-Park, Hamilton.

Gleniffer, Paisley

From 29 December the Paisley local service between Foxbar and the town centre was altered to run between Nethercraigs and Gockston.

Goosecroft, Stirling

F52 RFS, an MCW MetroRider MF150/98 with B25F bodywork, was acquired by this operator in November ex-Western Buses 285.

Utterly Butterly bus, F&L 896 (C453 GKE), seen in Paisley late last year, is an ECW coach-bodied Leyland Olympian, once with Maidstone & District. F&L is a trading name of Clydeside (or should that be 'Arriva serving Scotland?') and hitherto has run only minibuses. BILLY NICOL



As reported in 'News' last month, in December the Government ordered the National Express Group to sell its Scottish Citylink intercity coach services as a condition for retaining its seven-year franchise to operate the Scotrail rail services throughout Scotland. It is a condition bound to be accepted by the company, since Scottish Citylink collects about £12million in fares each year compared to Scotrail, which has annual revenues of nearly £400million.

The Birmingham-based company was awarded the rail franchise by the Conservative Government only a month before the General Election last May, and upon coming to power Labour's Margaret Beckett, President of the Board of Trade, ordered the Monopolies & Mergers Commission to investigate the privatisation on competition grounds. At the time, the Director General of Fair Trading argued against the referral on the grounds that it was necessary only if National Express did not give an undertaking to sell the coach operation voluntarily, but this advice was rejected by the Government.

Mrs Beckett has now stated that she agrees with the findings of the MMC report that the company's control of both coach and rail services on nine trunk routes within Scotland could be expected to operate against the public interest. The MMC had concluded from the evidence available that there is an element of competition between coach and rail services, principally for leisure passengers, and that this competition has been lost as a result of the merger.

The Government is said to be particularly concerned by National Express's domination of public transport between Edinburgh and Glasgow, where Scotrail runs two trains per hour while Citylink operates an express coach every 15 minutes. Further concerns were expressed about the company's strong position on the inter-city routes to Aberdeen and Inverness, together with the Highland services to Oban, Fort William, Kyle of Lochalsh, and Thurso.

National Express has therefore been given six months to sell Citylink, and Arriva, Go-Ahead and MTL have been quoted as likely contenders, but any bids by First Group or Stagecoach might face competition problems as they have already run foul of the Government due to their domination of bus services north of the Border. Notwithstanding this decision, National Express will be allowed to continue its cross-Border coach services between Scotland and England, and its ownership of the Taybus and Highland Country local bus operations are not affected either.

National Express acquired Scottish Citylink for £5.1million in 1993, three years after the company was sold by the Government to its management and employees. It made a profit of more than £1million last year, and while it has 80 employees it only owns one token coach with the rest of the Citylink fleet owned and driven by contractors.

The going rate for bus companies is about £1 per £1 of turnover, and on this basis Scottish Citylink could fetch up to £12million. Given that National Express is, however, a forced seller with a fixed timescale for the disposal, City analysts estimate that it could go for rather less.

Grampian FG

In line with the new corporate policy, this company is to be rebranded First, with a decision regarding the secondary branding being either Grampian or Aberdeen having still to be taken in January. It was anticipated that the 16 Dennis Dart SLFs due in February would introduce the new colours and fleetnames.

Further new vehicles destined for this company from the 1998/99 First Group order include 12 Wright Renown-bodied Volvo B10BLE saloons, the first buses of that make for this fleet, and three coaches of unspecified type which might alternatively join the Mairs fleet.

Volvo B10M coach 093 has been repainted into the silver executive livery, but no more repaints into the ivory and green bus colours have been reported. As in recent years, several vehicles carried festive illuminations on their front panels over Christmas. Previously Leyland Olympian 116 and Leyland Atlanteans 276/86/96, 306 carried these decorations but this year only 296 and 306 did, as 116 is in an allover advertising livery and 276/86 were sold during 1997. As 296 and 306 are likely to have been sold by next Christmas, this year may have been the last for these displays.

Several readers have kindly pointed out the 'deliberate' error which appeared in the January issue concerning the former Aberdeen Corporation Daimler CVG6 160 (DRS 360), currently undergoing restoration at King Street. When originally built, this bus was one of 10 which had Northern Coachbuilders (NCB) bodywork and not Weymann as previously quoted, and these vehicles may have been the last buses built by that firm. All 10 were rebodied by Alexander in 1960.

Greater Glasgow FG

Further to last month's issue, Plaxton Pointer 2-bodied Dennis Dart SLFs MD69, 71/5 are B37F and registered R301/3/8 GHS and not as previously quoted. More examples of the same type which entered service by January are MD70/2-4/6-87 (R302/4/5/7/9-15/7/9/21/2/4 GHS) and MD88-95 (R669-75 DUS), all of which are in allover red and

were initially allocated to Larkfield depot (MD70/2-4/6-8) or Possilpark (MD79-95). They have electronic front, side and rear number blinds but conventional roller destination screens.

SS43, 53 (R143/53 GSF) are another two Scania L113CRLs with Wright Access-ultralow B43F bodywork which entered service from Parkhead and Larkfield depots respectively in December, and they were followed in January by similar SS52/4-9 (R152/4-9 GSF) which were allocated to Parkhead. All of these buses are in the new First Group corporate livery. Two more, SS60/1 (R160/1 GSF), were due to be delivered by February.

Further to the January issue, it should be noted that similar Scania L113 SS30 (R130 GSF) only entered service from Larkfield in December, and in the new corporate First Group livery rather than the allover red previously reported. It is understood that this bus was exhibited at Coach & Bus '97, but in allover red. It should be noted, too, that SS44 also entered service in these colours in January (not December), rather than in allover red.

The delivery of new low-floor buses to the Kelvin fleet allowed the return of Wright-bodied Scania SS10-2/4/5/7 (R110, 211, 112/4/5/7 GSF) and SS13 (P113 YSH) from Kelvin to this fleet in December or January (SS15), all being allocated to Parkhead. Another bus of this type, SS40 (R140 GSF), which had initially been used by Kelvin on its Ayrshire operation, was also transferred to this fleet in January and has also been allocated to Parkhead.

Alexander-bodied Volvo B6-9.9Ms MV21-4/6/8 were transferred to Kelvin in December. In exchange, Alexander Dash B41F-bodied Dennis Dart 9.8SDLs MD13-5/8 (J513-5/8 FPS) have moved in the opposite direction and are now allocated to Greater Glasgow Possilpark.

The former Grampian Leyland Atlanteans LA1450-3 were all converted from H45/29D to H45/31D around last August.

Of the former CentreWest Alexander-bodied Mercedes-Benz 811Ds MA131-61, MA133-8 were transferred to GCT in September and MA149/55/6 followed in October but all of these buses were

returned to this fleet in November. It is assumed that all 31 are now in use, mainly from Larkfield depot and in the allover red livery.

Further to last month's issue, Volvo Olympian VO51 has now been put to work on service 62B, complete with red front on its mainly purple advertising livery; this bus was previously an overall advert for the Esso 'Walk in the Woods' campaign. Similar VO81 has been repainted into an overall advertising livery for Barr's soft drinks, predominantly blue with Contravision and retaining red fleet livery on its front. It is normally used on services 66/66A/66B. Alexander-bodied Volvo B6s MV24/6 are now in allover red, having been repainted before transfer to Kelvin.

With the arrival of the new Dennis Darts, hired Marshall DP33F-bodied Volvo B6-9Ms MV11-4 (L81/2/5/6 CNY) and Alexander B40F-bodied Volvo B6-9Ms MV15/6 (N103/4 CKU) were taken out of service in December, painted allover white at Larkfield depot, and returned to Volvo (dealer), Warwick.

Another large batch of time-expired buses passed to Wigley (dealer), Carlton at the turn of the year comprising Alexander-bodied Volvo Ailsa B55-10s A7 (TGG 383W), A13, 21/2/6, 31/3/7 (CSU 221/9/30/4/39/41/5X); Alexander-bodied Leyland Atlantean AN68/1Rs LA697, 710 (HGD 903/16L), LA781 (OYS 178M); similar AN68A/1Rs LA1260/79/86, 1302/6/7 (FSU 77, 96, 103/19/23/4T), LA1311/4/6/40/3 (LSU 368/71/3/97, 400V), LA1351/2/6/67/72/5/6/8/9/81/2/6-8/93-5/8, 1404/5/9/10/2/4/5/8 (RDS

565/6/70/46/51/4/5/7/8/60/1/75-7/82-4/7/93/4/8/9, 601/3/4/7W), LA1436/7 (SUS 604/5W); MCW Metrorider MF150/55s GM13, 37 (E952/1 XYS); and similar MF154/12 GM45 (E183 BNS).

Former Strathclyde PTE Alexander-bodied Leyland Atlantean LA390 (MUS 275F) was acquired a year ago by Roulston, Glasgow for preservation, having latterly been used as a berry bus at Cransley Farm, Liff.

HAD Coaches, Shotts

R975 EHS is a Mercedes-Benz O.810 with UVG bodywork which was new last August for use on SPT Dial a Bus contracts. Plaxton C41F-bodied Leyland Leopard WUL 262N was sold to Regal (dealer), Kirkintilloch towards the end of last year.

Highland Bus & Coach RN

Vehicles sold last year but not recorded as such under this heading comprise Alexander-bodied Leyland Leopards L857 (DLS 357V), L873 (LMS 373W) to Lochs, Leurbost, and ECW-bodied Bristol VRT D326 (MGP 226L) to Spa, Strathpeffer.

Highland Country NX

OSN 861/3Y are another pair of Ailsa B55-10s to join this fleet from Travel Dundee, where they were numbered 61/3, but unlike the previous arrivals they have East Lancs H48/36F bodywork. They were noted in Aviemore depot at the end of December in the blue and grey livery but with no fleetnames or legal lettering.

Leyland Leopards L119 and L224 were resealed from C49F to B53F last autumn. Plaxton-bodied Volvo V255 has been re-registered from G255 VPK to JAZ 9851.

ECW-bodied Leyland Fleetline D321 is now in the blue and grey livery. Further to last month's issue, Plaxton-bodied Volvo V811 has been repainted into the silver and blue executive livery and named *Glen Nevis*.

Alexander-bodied Leyland Fleetlines D925/8 (SMS 125/8P) were sold to Hughes, Llandudno and Pringle, Bearsden respectively last summer.

One of three new Plaxton-bodied Volvo B10Ms put to work by Strathay on Citylink work, 453 (R453 MSL) leaves Glasgow for Dundee
MURDOCH
CURRIE



Irvine, Salsburgh

As anticipated, the subsidised service between Airdrie and Gartness was rendered unnecessary in mid-December with commercial provision of this service by Beekman, Airdrie but the Airdrie and Cambrose service was still being operated at the end of January.

Jamieson, Cullivoe

Plaxton C53F-bodied Dennis Javelin G250 CPS passed to Windsor, Wokingham last year.

Kelvin FG

SV564-8 (R326/7/9-31 GHS) are Volvo B10BLEs with Wright Renown bodywork which entered service with this company from Motherwell depot in December, similar SV569 (R332 GHS) following suit in January. All are in the new livery of white, purple and magenta, and are being used on the Maryhill Road, Glasgow services. Delivery of similar SV570-6 (R334-40 GHS) was expected by February.

The arrival of these buses resulted in the transfer of Wright-bodied Scania L113CRLs SS10-5/7 (R110, 211, 112 GSF, P113 YSH, R114/5/7 GSF) back to the Greater Glasgow fleet, and similar SS40 (R140 GSF) has also moved in the same direction.

MV21-4 (L101-4 WYS), MV26 (L106 XSU) and MV28 (M871 DYS), all Volvo B6-9Ms with Alexander Dash B40F bodywork, were transferred to this fleet from Greater Glasgow in December and are in use at Motherwell depot. Alexander-bodied Dennis Darts MD13-5/8 (J513-5/8 FPS) have joined the Greater Glasgow fleet in exchange.

Further vehicles to be repainted into the allover red livery include MCW Metrobuses DM162, CM277; Volvo B10Ms SV467/9/99, 512; and Volvo Olympians VO36, CO248. DM162 was previously an overall advertisement for the Job Interview Guarantee Scheme, while CO248 was in Hamilton Gold Line livery. MCW Metrorider MM89 has had its lower half repainted into FirstBus red with Kelvin f fleetnames, but appears to have retained KCB Network red on its upper half.

Duple-bodied Leyland Leopard CL184 (LCL 806V), illustrated recently, is still owned by this company and its sale to the Truck Art Project should therefore be deleted. It was, however, placed in storage in January.

Leyland Leopard PSU3E/4Rs SL128 (FSF 728S, TSV 612, CFS 112S) with Duple DP53F body and SL157 (GMS 293S) with Alexander B53F body were both sold to Wigley (dealer), Carlton last September. Further disposals to this dealer at the turn of the year comprised Duple Dominant-bodied Leyland Tiger TRBTL11/2R CT8 (WLT 910, BLS 106Y); Duple Laser-bodied Leyland Tiger TRCTL11/3RH CT31 (WLT 677, A125 ESG); Marshall-bodied Leyland Atlantean AN68B/1R LA543 (JKW 329W); Alexander-bodied Atlantean AN68A/1Rs LA1208/19/28/34 (XUS 579/90/9, 605S), LA1252/62 (FSU 69, 79T), LA1328 (LSU 385V); Alexander-bodied Leyland Leopard PSU3E/4R SL190 (ULS 317T); PSU3G/4R SL250 (TSU 650W); and Metrorider MF154/12 (E193 BNS).

Leask, Lerwick

Plaxton C55F-bodied DAF SB2305DHS585 H540 YCX was acquired last June, having previously been with Southern, Barrhead.

Lochview, Greenock

With the recent growth of the McTaggart business and the granting of additional licences under another name, it is difficult to keep up with developments here. Many vehicles have been added since last summer, and although they appear to be operated under one or other of the operator licences held, it is convenient to record them under this heading at present.

Some of the acquisitions concerned comprise Duple C51F-bodied Leyland Tiger TRCTL11/2R BHK 210X ex-Bell, Spennymoor; Van Hool Astromega TD824-CH53/22D LXY 412 (MSU 588Y) ex-Barker, Roydon; similar MJ1 7645 (A235 YOY, KH 1960, A842 UGB) ex-Pike, Andover; Plaxton C53F-bodied Volvo B10M-61 B557 BPP (UCI 880, B557 BPP, 593 FGF, B901 SPR) ex-Allan, Castleford; similar C51F-bodied C690 CCD (1725 LJ, C204 MDS, HIL 8439, C118 DWR) ex-Brown, Crawley; Duple C49F-bodied Leyland Tiger TRCTL11/3RZ C64 CYG (USU 345, C64 CYG) ex-Proctor, Bedale; Caetano C49D-bodied Volvo B10M-61 C32 VMX (IHW 372, C994 WFS, HIL 8441, C650 KDS) ex-Lewis, London; Duple C53F-bodied Volvo B10M-61 C46 WLL ex-Sykes, Appleton Roebuck; Plaxton C57F-bodied Volvo B10M-61 D456 ERF ex-Richardson, Midhurst; Duple C49F-bodied Volvo B10M-61 FX1 73 (E979 LRM) ex-Nuttall, Penwortham; and Plaxton C49F-bodied Leyland Tiger TRCTL11/3RZ IIL 2497 (E965 NNMK) ex-Sault & Roff, London.

Lothian

Alexander Royale-bodied Volvo Olympian 433 has lost its black and white coach colours in favour of a special allover navy blue Bank of Scotland Team livery for the 1998 Commonwealth Games being held in Kuala Lumpur, similar to that carried by Lowland's Ailsa 1085. This livery has been applied by vinyls rather than paint, and only the entrance door and the front upper deck panel have not been treated, the latter remaining white with blue LRT logos around the destination screen. This bus frequently appears on Airline service 100 between Waverley Bridge and Edinburgh Airport.

156 (L456 JCK), the 1994 Saffle 2000 B40D-bodied Volvo B10L demonstrator, was withdrawn from service towards the end of last year and returned to Volvo. It would be fair to say that this bus suffered a number of problems following its arrival in May 1996 for evaluation, and as a result spent a large amount of time off the road during its stay with the company.

Alexander-bodied Leyland Atlanteans which were sold to Goodwin (dealer), Carlton in March last year comprised 523/48/9/51-3/6-60 (SSG 523/48/9/51-3/6-60R), 561-3/5-9/71-5 (YSF 561-3/5-9/71-5S), and 576-8/80/2/5-7/92/3 (JSX 576-8/80/2/5-7/92/3T). Duple C53F-bodied Leyland Leopard PSU3F/4R 53 (USX 53V) took the same road in September.

A number of sponsored free shoppers bus services were operated by the company over the weeks leading up to Christmas, comprising circular 601/602 linking Clermiston and surrounding areas with the Gyle Shopping Centre, and an un-numbered hourly service between Waverley Bridge and Ingliston Showground where a large Christmas Fayre was held.

MacEwans sponsored this year's free bus services on Hogmanay, the majority of which were operated by this company on a 15min frequency after midnight. Because the city centre of Edinburgh was sealed off other than to holders of tickets for the celebrations in order to prevent the mass crowds experienced in 1996, buses had to depart from points at the edge of the city centre (London Road, Tollcross, Potterrow, Haymarket) instead of St Andrew Square.

Lowland FG

Fifteen Alexander Royale-bodied Volvo Olympians were due to be delivered to this company at the beginning of the year and were expected to be numbered 1301-15 (R301-5, 206, 307-15 LKS). It was anticipated that they would be in the new First Group livery and be allocated to Dalkeith depot. In addition, several new Wright Access Ultralow-bodied Scania L113CRLs were delivered in January including 585 (R585 YMS) which is in the new corporate livery of white, purple and magenta, and was initially put to work on driver familiarisation duties at Musselburgh depot.

Plaxton Pointer 2 B37F-bodied Dennis Dart SLFs 219-213-9 had all arrived by late November and are in service from Dalkeith depot in SMT FirstBus livery. Alexander-bodied Ailsa 1056 is also in these colours while Wright-bodied Scania 501/2 and Alexander-bodied Seddon 1689 are now in Lowland FirstBus livery.

ECW-bodied Leyland Fleetline 1861 (GSC 861T) was transferred in to this fleet from Midland Bluebird in October for use at Peebles, while MCW Metrorider MF151/8 E995 WNS was acquired in the same month for spares from GCT, where it was numbered GM1. Alexander-bodied Leyland Atlantean HRS 279V was on loan to this fleet in September and October from Grampian, where it is numbered 279.

Further information is now available about coaches hired in last April by this company for the 1997 summer season. They comprised 2312 (N49 FWU), an EOS E180Z-C51Ft integral; Van Hool-bodied DAFs 2313/6/22 (M615/9/40 RCP), all DE33WSSB3000s; 2314 (K535 RJX), an MB230LTF615; and 2317/8/20/1 (M802/5/3/4 RCP), 2319 (L521 EHD), 2323 (J833 KHD), all MB230LT615s; and H511 YCX, an SB2305DHS585 for which no fleetnumber is available. Several of these vehicles had been used previously by this company.

McColl, Balloch

The Balloch-Silverton service was cancelled with effect from 26 January.

Stagecoach
Western Scottish
has acquired
Leyland Titan T208
for schools work. It
is seen here in its
dedicated livery at
Kilmarnock.
ALLAN
MCDONALD



McGill, Barrhead AA

Leyland Nationals BHS 206X and UGE 389W have been numbered 772/7. Rootes-bodied Mercedes-Benz 236 (D25 KKP) was renumbered 311 in October but the reason for this is not clear.

Mackie, Alloa

Jonckheere C51F-bodied Leyland Tiger TRCTL11/3R MIB 3491 (*SL 8417, A685 KMS, A528 BNT*) passed to Hunter, Gateshead in September.

Meffan, Kirriemuir YT

Careline-bodied nine-seat lift-equipped Leyland DAF 400 G754 RVJ was transferred by the end of last year to this fleet from Strathtay, where it was numbered 137. It is not now numbered, like the other vehicles in this fleet.

Plaxton-bodied Bristol LHS6L PJI 6085 had gained cream and lemon fleet livery by October.

Plaxton C57F-bodied AEC Reliance KBZ 5748 (*TCW 7817, 4150 RU, EBM 4447*) passed to Bonds, Galston in September. Other vehicles which had left the fleet by October comprised Seddon-bodied Seddon Pennine 4 RNY 103M and Alexander-bodied Leyland Leopards NMS 569M, GLS 272N, ULS 330T.

Midland Bluebird FG

This company was due to take delivery of eight Alexander Royale-bodied Volvo Olympians at the beginning of the year, and it was expected that they would be in the new First Group livery.

MCW Metrorider MF150/55 E948 XYS was acquired for spares in October from GCT where it was numbered GM36.

Dormobile-bodied Ford Transit 1748 (G601 OSH) was renumbered 9920 in November. Alexander-bodied Leyland Olympian 926 and Alexander-bodied Volvo B10Bs 1212/3 are now in SMT FirstBus livery.

ECW-bodied Leyland Fleetline 1861 (GSC 861T) was transferred to Lowland in October.

Mitchell, Plean

FBV 508W is a Leyland Atlantean AN68B/1R with ECW H43/31F bodywork previously Liverline 523, purchased by this operator in October.

Moffat & Williamson, Gaudry

Dormobile B16F-bodied Ford Transits B459 WTC and C339 RPE were acquired last year ex-Aberfeldy Motors and Western Omni respectively, but have not been reported until now.

Van Hool-bodied Volvo coach K825 HUM was re-registered FSU 372 in December. Alexander-bodied Leyland Atlantean YBK 337Y has been repainted into the revised livery incorporating an orange band.

Duple-bodied Leyland Leopard PSU5A/4R LPB 123P and ECW-bodied Bristol VRT/SL3/6LXB MOD 572P are reported to have been sold last year.

Nicoll, Laurencekirk

As reported in the November issue, this company purchased a number of service buses last autumn. Several local bus service contracts were obtained at that time as a result of the latest tendering exercises, comprising 24 (Stonehaven-Brechin) ex-Strathtay, 29A (Montrose-Brechin) also ex-Strathtay, 102 (Laurencekirk-Stonehaven, Fridays only), 103A (Laurencekirk-Aberdeen), and 104 (Arbuthnott-Stonehaven), the latter trio being ex-Bluebird Buses/Bain, Oldmeldrum.

Park, Hamilton

R901-6 JGA are Van Hool C53F-bodied Volvo B10M-62s which were new in January for use on Scottish Citylink work, and are in Citylink livery.

M830 HNS (*LSK 502*), an older example of the same type, was acquired by Glen, Port Glasgow in December.

Prentice, West Calder

VFT 200T is a Leyland Atlantean AN68/2R with MCW H47/23F bodywork previously OK Motors 3700 and acquired in November.

Rapsons Coaches RN

J736-8/48 CWT are Plaxton C50F-bodied Volvo B10M-62s which were acquired in October ex-Wallace Arnold Coaches, and were immediately re-registered ESK 930/2/4, 448 GWL but it is not yet known which is which. Another acquisition in October from an unknown source was Plaxton C53F-bodied Volvo B10M-62 M105 VRA, but it is known that this vehicle has been imported and was not registered in Britain prior to August 1997. In due course all five are to receive Citylink livery but initially some at least of the ex-Wallace Arnold vehicles were used in allover cream and M105 VRA in allover white.

Vehicles re-registered by last summer but apparently not previously recorded comprise Plaxton-bodied Volvo B10Ms ESK 985 (*F306 URU*) to TRM 144; G261 UAS to 930 GJF; NJS 246 (*H619 HWR*) to 1983 NT; 2080 NT (*F426 DUG*) to F315 VJS and then to LIJ 595, both in April 1997; and G262 UAS to 448 GWL. By August LIJ 595, TRM 144, 1983 NT and similar ESK 981/6 (*H625 UWR, L591 RST*), were all in Citylink livery. More Plaxton-bodied Volvos were re-registered last October before being sold to Kirkby (dealer), Anston comprising ESK 932 (*C112 DWR*) to C112 DWR; and ESK 930 (*C110 DWR*), ESK 934 (*C115 DWR*), 448 GWL (*G262 UAS*) although the new marks for these three are not known. In addition, similar 930 GJF (*G261 UAS*) and 4234 NT (*G542 LWU*) were also re-registered back to G261 UAS and G542 LWU respectively towards the end of last year. Van Hool-bodied Volvo B58-61 MBS 281W (*LIJ 595, TOI 9785, CST 390W*) was sold to McKendry, Loanhead last May, and Jonckheere-bodied Volvo B10M-61 USK 500Y (*448 GWL*) passed to Prentice, West Calder in July.

Rennie, Dunfermline

Some recent purchases by this company, including Dennis Falcons A471-3 HNC and Plaxton-bodied DAF coaches 439 BUS (*A991 JUJ*), C461 JCP, are in an allover white livery with black fleetnames, some incorporating reference to the company's 50th anniversary and gaining 'Investors in People' status.

Riverside, Paisley

YSF 84S, an Alexander B53F-bodied Leyland Leopard PSU3D/4R, has been acquired ex-Highland Scottish L884.

Shalder, Scalloway

E974 MSE is a Ford Transit with Mellor C16F coachwork acquired from Nicolson, Bixter in October.

Shuttle Buses, Kilwinning

Following the disposal of the commercial local bus services to Western Buses in November, a number of vehicles left this fleet. In addition to the disposal of Alexander-bodied Mercedes-Benz 709Ds J216/7 XKY, N446 TOS (*N2 SBL*) to Western, Dormobile-bodied Mercedes-Benz 709Ds J607/9 KGB, L917 UGA were sold to Holloway Commercial (dealer), Birmingham; Dormobile-bodied Ford Transits E689 WKJ, G737 PGA went to Walsh, Halifax; and similar G188 GSG went to Neill, Kilmarnock.

Subsequent developments comprise the acquisition of Ford Transit 150D L157 PKU from Western (dealer), Newbridge, now downseated from 15 to 13 seats and painted into fleet livery; the internal refurbishment of Ford Transit G831 RDS (the first vehicle owned by this company) converting it from B20F to C20F and repainting it into fleet colours ex-allover white. Mercedes-Benz L608D VJI 3001 (which has erroneously carried UJI 3001 until recently) and 709D H124 YGG are also now in fleet colours ex-allover white.

Strathtay YT

Further to last month's issue, with its coach seats on the lower deck MCW Metrobus 813 is now H47/29F rather than H47/33F.

117 (G900 FJW), a Dormobile Routemaker B25F-bodied Renault S56, has been withdrawn from service following an accident. Careline-bodied Leyland DAF 400 137 (G754 RVJ) was transferred to the Meffan, Kirriemuir fleet towards the end of last year.

Travel Dundee NX

East Lancs-bodied Ailsas 61/3 (OSN 861/3Y) are the first of their type reported sold, in this case to Highland Country in December.

From 1 November all evening services had appropriate journeys re-routed to serve the rebuilt Mecca bingo hall in Dundee's Nethergate. The former Greens Playhouse building had been destroyed by fire in 1994, but has since been demolished and rebuilt. Another change due to be implemented from 26 January was the conversion of peak hour services 9X/10X (Forthill/Barnhill-City Centre) to operate all day.

Western ST

While there is always some uncertainty about the end result of stated intentions regarding new vehicle deliveries to Stagecoach companies, current expectations are that 10 Alexander PS-bodied Volvo B10M-55 saloons will be delivered to this company early in 1998, with four to be allocated to Arran, four for the former AA Buses Ayr-Annbank service, and two possibly for the Girvan-Newton Stewart service. 595/6 (R595/6 LSO) were the first two B49F-bodied examples which arrived in late December, and they were initially allocated to Kilmarnock although earmarked for Arran in due course.

968 (A77 THX) and 969 (A918 SYE) are a pair of 1984 Leyland Titan TLNxB2RRs with Leyland bodywork which were transferred to this fleet in December from Selkent, where they were numbered T1077 and T918. Seating capacity has yet to be confirmed as they were converted from dual to single door layout before leaving London, but they remain in red livery meantime.

Further to the February issue, Alexander ALX200-bodied Dennis Dart SLFs 467-70 did not enter service in December on the AA Buses routes but instead were sent off on loan to Cheltenham & Gloucester without being used by this company, despite being painted in AA's green and cream livery. They were due to return, however, by the beginning of January. Leyland Nationals 756-60, added to the fleet in November, are all to be used to replace former AA Buses stock and 758/9 had done so by December.

Former Arran Transport Plaxton-bodied DAF coach 170 (VLT 54, *G262 EHD*) reverted to its original mark in December when VLT 54 was transferred to a company car.

Another Volvo Olympian which was repainted out of corporate livery into A1 Service blue and white last year was 925, although not previously recorded. Two more Leyland Leopards now in corporate livery for the first time are 669/98, as are Leyland Titans 944/9. Similar 966 has been outshopped in allover day-glo yellow with large black 'School Bus' lettering on the upper panels, and it is likely that more buses of this type will be treated similarly. Alexander-bodied Volvo 503 has also been repainted allover yellow, but as the basis for an advertising treatment for the Bus Points scheme. Former AA Buses Alexander-bodied Scania 455 has now had red stripes added to its white Clyde Coaster livery, while Jonckheere-bodied Scania 450 has now lost its red stripes and Clyde Coaster fleetnames and is allover white.

With reference to the January issue, Dennis Dart 405 was returned in October to Dodds, Ayr rather than Cheshire Bus & Coach although this was presumably just a formality as the former has no real work for a vehicle of this type and it must be assumed that the vehicle was then returned to the dealer. Other leased vehicles from the former AA operation went the same way in December comprising Alexander B27F-bodied Mercedes-Benz 709Ds 062/3 (N585/6 WND); Northern Counties B40F-bodied Dennis Dart 9.8SDLs 402-4 (M387-9 KVR), 407 (N611 WND); Plaxton Pointer B40F-bodied Dennis Dart 9.8SDLs 406/8 (N610/2 WND); and Plaxton Pointer B39F-bodied Dennis Dart SLF 409 (P741 HND). Another December disposal is that of Made to Measure-bodied Mercedes-Benz 609D 235 (D322 MNC) which has returned to the Bluebird Buses fleet from which it arrived last year.

Whitelaw, Stonehouse

From 19 January this company has provided a limited stop service X253 between Coalburn and Glasgow, Buchanan bus station at peak hours on Mondays to Fridays.

White Ribbon, East Kilbride

R633 EYS is a Mercedes-Benz 614D with C24F coachwork of unknown make which was new last September. Two other acquisitions last summer were Van Hool-bodied Volvo B10M-61s SGC 141Y (*NMC 8*) ex-Barnett, Bedford and C49F, and LIL 7229 (*A38 WEV, 823 NMC, A601 UGD*) ex-WHM, Little Waltham which is C49Dt.

A new service introduced by this operator from 26 January is 118 (East Kilbride bus station-Hairmyres Hospital via Greenhills) which runs half hourly on Mondays to Fridays and hourly on Saturdays and Sundays.

Whyte, Newmachar

Caetano C53F-bodied Volvo B10M-61 USV 365 (*C706 KDS*) was acquired by Creighton, Annan in December.

Group codes

AA — Arriva
Passenger
Services
FG — FirstGroup
RN — Rapson's
NX — National
Express
Group
ST — Stagecoach
Holdings
YT — Yorkshire
Traktion

ACKNOWLEDGEMENT

R. Barker, Bluebird Buses, R. Clark, M. Currie, Dundee Bus Bulletin, J. Dunne, Edinburgh City Council, C. Forbes, Greater Glasgow, T. Hamilton, S. Hulse, N. Jones, Kelvin Buses, G. Munro, B. Nicol, PSV Circle, Shuttle Buses, J. Sinclair, R. Walter, Western Buses, and the Western Enthusiasts Club have all contributed some of the news this month and their assistance is gratefully acknowledged.

Reports on vehicles in Northern Ireland only should be sent, please, to: **G. Irvine Millar, 54 Castlemore Avenue, Belfast BT6 9RG**, and those for the Irish Republic to: **John A. Doherty, 21 Whitebeam Avenue, Clonskeagh, Dublin 14**.

IRISH MAJOR OPERATORS

Ulsterbus

Leyland Tiger/Alexander N-type 430 (GX1 430) of Larne depot was the latest victim of street violence, this time in Ballymena. Alexander-bodied Leyland Leopard 184 (VOI 184) was transferred from Omagh to Larne to replace it. Meanwhile a temporary shortage of buses at Craigavon resulted in the reinstatement of Bristol RELs 2314/5 (TOI 2314/5) from the reserve fleet while similar 2455 (WOI 2455) has transferred from Coleraine to Derry.

Volvo B10BLE/Wright demonstrator R460 VOP, reported last month, moved on from Bangor to Derry City in December and thence to Citybus in January.

Leyland Tiger/Alexander N-type 1118 (LXI 1118), in overall advertising livery for Ards Borough Council, has been transferred from Newtownabbey to Lisburn to display its message to a new audience. Similar 1005 (LXI 1005) went to Newtownabbey in exchange. Tiger 1199 (NXI 1199) has reverted to fleet livery ex-No Smoking promotional livery.

Bristol RELL 2186 (POI 2186) has passed to Beattie, Hillsborough, for scrap. Mercedes 609D 37 (LXI 1037) and Tiger/Wright Contour 544 (EXI 5544) are delicensed and in reserve.

The Portrush Puffer road train ended its Christmas operation in Belfast on 29 December and will return to Portrush for its summer duties.

Flexibus Mercedes 811D 39 (NXI 6939) has passed to Beattie, Hillsborough, for scrapping, following a major accident. Withdrawn Renault Master 22 (JXI 222) has been re-registered TAZ 3731 to release its original registration for sale. Mercedes 811D/Reebur 65 (PIW 5916), which had been laid aside for mechanical repairs some months ago after having been transferred to Bangor, has returned to Flexibus service, but Mercedes 608D/PMT 3 (EXI 9003) has been withdrawn with mechanical failure. In view of its age it is unlikely to be repaired. Another 608D, 13 (IXI 3113), last reported sold to a church group for a mercy mission to Romania, returned safely and has been returned to company stock attached to the Ulsterbus driving school as a non-PSV trainer.

Citybus

Volvo B10BLE/Wright Renown demonstrator R460 VOP, still bearing temporary fleetnumber 2013, arrived at Short Strand in January and quickly joined the Volvo B10L/Alexander Ultra low-floor buses on the Dundonald group of routes for evaluation.

Bristol RELs 2345 (UOI 2345), 2406/28/9 (VOI 8406/28/9) have gone to Beattie, Hillsborough, for scrap. Leyland Tiger/Alexander Q-type 2663 (VXI 2663) has joined the ranks of advertising buses with a design promoting Coca Cola, with Contravision over the windows.

Dublin Bus

The first four of the six Alexander Ultra-bodied Volvo B10Ls has arrived at Donnybrook as VL1-4 (97 D 50001-4). They are in the latest blue and cream livery and have entered service on route 3 (Belfield-Whitehall), which is to be extended beyond Whitehall to the Omni Shopping Centre. A short period of driver familiarisation was carried out in late-December and early-January, as they are longer than the DAF SB220s and incorporate easier access and kneeling facilities. VL5, 6 will be registered 98 D 2005/6, and VL6 will be LPG-powered.

Several DAF SB220s have consequently been transferred from route 3 to route 111 (Dun Laoghaire-Loughlinstown) which in turn has enabled the GAC-type single-deckers to be moved on, KC27 (usually registered AZG 27) to replace withdrawn KC53 (KZG 53) at Conyngham Road and KC4, 24/5, 55 into store at Donnybrook pending further decisions.

Phibbsborough has introduced four more Mercedes-Benz Vario O.814s, MV61-4 (97 D 50061-4) on new Citylmp service 122, on which MV60 was already working. As a result ME22 is back at Donnybrook and ML11, 12 are in store.

Gradually more buses are appearing in the new blue and cream livery, in addition to Olympians RA178/94/5 and DAF AD60. RH4 (Phibbsborough), RH50, AD55/6 (Donnybrook) and RA170 at Ringsend are in the course of repaint. Meanwhile RH84 (overall Spar advertisement) has returned to Donnybrook, releasing RH159 to Phibbsborough while RH87 at Donnybrook has been repainted from 101 Dalmatians livery into one for Coca Cola.

Bus Eireann

The first of the 1998 coach deliveries appeared in January, from both Scania and Volvo. To coincide with the manufacturer's publicity Scania/Irizar Century S11 (98 D 3418) has been delivered but is yet to enter service. It is C53F with air conditioning. S11, 2 are expected to go to Ballina, S13-6 to Stranorlar and S17-10 to Broadstone. Four more Caetano C53F-bodied Volvo B10Ms, VC118-21 (98 D 3405/7/13/4), have also arrived; VC118 is at Sligo, VC119 at Limerick and VC120/1 at Broadstone. 1998 deliveries will include 30 Caetano-bodied Volvo B10Ms (VC118-47), 25 Scania/Irizar Centurys (S11-25) and 10 Plaxton-bodied Volvo B10Ms, VP71-80, to replace 1995-built VP1-10, whose lease has now ended. These returned to the UK towards the end of January; they were based at Broadstone, Stranorlar and Ballina.

Prior to Christmas a trial park-&-ride service was introduced in Cork between the city centre and Victoria Cross on which four of the minibuses in store at Cork, ML101-4 (97 C 4858/60/2/3) were used. So successful was it that it continued into the New Year and may be a portent of things to come to alleviate the growing traffic congestion in Ireland's cities and larger towns. DAF SB220 DA10 is being prepared as an overall advert for Heinz Tomato Ketchup and GAC KC172 for Heinz Beans to replace Cork's last double-decker, Bombardier KD184, which is expected to go soon.

A malicious fire occurred at Sligo, badly damaging Plaxton-bodied Volvo coaches VP26, 32, and decisions on their future are awaited. Van Hool T815H EVH3 has been transferred to Sligo from Ballina.

Several more GAC KR-class rural buses have been transferred to the schoolbus fleet and reclassified KS; Broadstone has KS1, 2, 13, 139/44/5, 214/26/7, Tralee has KS99, 100/2, Dundalk has KS23-32 and Limerick has transferred KS118/9/21 to Waterford. Meanwhile ex-Singapore Bus Services Volvo B57s VS322/3 (83 D 3927, 84 D 7406) have entered service at Dundalk. Similar VS65 (81 D 1522) and Bedford SB5 SS528 (UZU 528) are withdrawn at Limerick, as is Leopard MGS105 (105 IK) at Broadstone. Ex-MoD Marshall-bodied Bedford SB5s BM16, 31, 45 have been transferred from Tralee to Cork while Van Hool-bodied SB5s SS783/96 have been repainted in normal red and white Bus Eireann colours instead of schoolbus yellow and white.

IRISH INDEPENDENTS

Airporter, Coleraine

This new operator began operations with 19-seat Mercedes-Benz 609D van conversion T1W 5265. Now added to the fleet is a rare Van Hool C28F-bodied Dennis Lancet, MIL 9012 (A69 FPJ).

Lakeland Tours, Lisbellaw

Mercedes-Benz 814D/Mellor N782 OGA has been re-registered NIL 6742.

Londonderry & Lough Swilly

Ex-Clydeside Leyland Leopard/Alexander BSJ 902T is fleetnumber 405 and not as previously reported. It has been re-registered 79 DL 636. Other re-registrations are Leyland Leopard/Alexander T-type 363 (MCL 934P) to 76 DL 606 and Leopard/Y-type 366 (ULS 324T), now 79 DL 635. 366 has been repainted into Clydeside livery which appears to have been adopted for the school fleet. Now withdrawn are Leyland Leopard PSU3A/4R/Van Hool 250 (UZU 60), PSU3A/4R/Alexander 297 (71 DL 503, DOI 3492) and 314 (72 DL 7, DOI 3475) and PSU3B/4R/Plaxton 335 (73 DL 45, XRR 625M) and 338 (74 DL 87, OAL 626M). 314 had suffered accident damage.

McMurray, Letterbreen

TWC 298 (DMA 367S) is a Volvo B58-56 with Plaxton C46F body, ex-Hillman, Tredegar.

Orchard County Tours, Collone

An addition to this fleet is BKW 81T, a Bedford YMT with Plaxton C49DI bodywork, with a wheelchair lift at the centre door. It is ex-Thompson & Copley, South Hiendley.

Quinn, Coagh

A new addition to this fleet is Dennis Javelin/Plaxton C53F WJ1 5015, the second such vehicle in this fleet.

Rooney, Hilltown

Dennis Dorchester/Plaxton D575 DRS (GSU 950, B986 EGG, 32 CLT, B402 OSB) has been withdrawn following accident damage.

Sammy's Coaches, Larne

Recently added fleet is G66 PHR, a Volkswagen LT55-based C21F Optare CityPacer, ex-Kerr, Irvine.

The first of Dublin Bus's new Alexander Ultra-bodied Volvo B10Ls, VL1 (97 D 59001) prior to entering service. CHRISTINA CURTIS



Leicester-bodied Mercedes minibuses ML102 (97 C 4860) on the Victoria Cross park-&-ride at Cork. CHRISTINA CURTIS



MUSEUM OF
TRANSPORT
BOYLE STREET,
CHEETHAM,
MANCHESTER



0161-205
2122

Forthcoming Events

28th/29th March 1998 - Spring Transport Festival

Collector's heaven is here at one of the biggest transport collectors' fairs in the North. Whether it's a photo of your favourite school bus now long since sent to the scrap heap, that extra book for bedtime reading or even a spare part for your classic bus, this is the event to start off the year.

10th May 1998 - Wagons roll!

Lorries are the stars for the day at the Museum and also at the Bury Transport Museum, our joint project with the East Lancashire Railway. A free vintage bus service will link the two sites.

13th/14th June 1998 - Weekend for the disabled

Lots of help will be on hand to make sure access to the Museum is available for all. From extra helpers to a bowl of water for guide dogs, anyone - whatever their abilities - will be very welcome.

4th July 1998 - Beer, Brass and Buses

A special event will bring together three of the things that have welded Northern culture this century. A glass of ale, excellent music and the throaty roar of buses will bring the memories flooding back.

6th September 1998 - Trans Lancs Historic Vehicle Rally

Over 200 vintage cars, fire engines, lorries and buses will gather at the Museum and then at Manchester's Heaton Park for a day trip out and display at one of the biggest events of its kind in the North. Sponsored by Hycote.

5th/6th December 1998 - A Christmas Cracker

All aboard for a cracker of a day out at our pre-Christmas festival. Get transport-type presents, take a ride on a vintage bus and have a look at the entertainment laid on. It's a perfect way to round off the season. If you would like to join our active and friendly society and take part in museum life, please contact John Harrison for an introductory pack. Volunteers are most welcome on Wednesday evening or Saturday (please ring first).



SEATON TRAMWAY



Where the spirit of British tramways lives on!
Open Daily 4th April - 1st November 1998
(Then Saturdays and Sundays until 29th November)

Forthcoming Special Events

SATURDAY 13th JUNE
Bus & Vintage Vehicle Rally
Entry forms for vehicles and traders
now available

SUNDAY 14th JUNE
Enthusiasts Day

SATURDAY 26th SEPTEMBER
Launch of former Exeter Corporation
Tramcar 19 back into service at Seaton

SUNDAY 27th SEPTEMBER
Enthusiasts Day

Further details from

Mark Horner, Seaton Tramway, Harbour Road, SEATON, DEVON EX12 2NQ

Tel (01297) 20375 Fax (01297) 625626 . Email seatrams@aol.com

The official Seaton Tramway web site will be online in 1998

<http://members.aol.com/seatrams>

COBHAM BUS MUSEUM

PRINCIPAL EVENTS 1998

Sunday 5 April	Cobham Bus Museum 25th Annual Open Day and Brooklands Runway Bus & Coach gathering
Sunday 7 June	Museum Display Day in conjunction with "Not the RT and RF" Owners Running Day
Monday 31 August	Museum Display Day in conjunction with RT Owners Running Day
Sunday 25 October	Museum Display Day in conjunction with RF Owners Running Day

DURING 1998 THE MUSEUM WILL BE OPEN ON THE FOLLOWING DATES

APRIL 5	Annual Open Day (see above)	JULY 12	
APRIL 13	Bank Holiday Monday	JULY 26	
APRIL 26		AUGUST 9	
MAY 4	Bank Holiday Monday	AUGUST 23	
MAY 10		AUGUST 31	Museum Display Day (see above)
MAY 24 & 25	Bank Holidays	SEPT. 13	
JUNE 7	Museum Display Day (see above)	SEPT. 27	
JUNE 28		OCT. 11	
		OCT. 25	Museum Display Day (see above)

Note: NEW MUSEUM SHOP OPENING 5 APRIL WITH RANGE OF SALES ITEMS EXCLUSIVE TO 'COBHAM BUS COLLECTION' FOR STALLHOLDER RESERVATIONS AT "PRINCIPAL EVENTS". PLEASE WRITE TO:- LBPT, 67 HOLBROOK MEADOW, MEAD PARK, EGHAM, SURREY, TW20 8XA ENCLOSING LARGE SAE.
The London Bus Preservation Trust - Registered Charity No.293319 Cobham Bus Museum, Redhill Road, Cobham, Surrey KT11 1EF. Tel: 01932 868665 - Saturdays and Sundays.

BUSLINE

the superb service for all enthusiasts on

0891 448667

Presented by Alan Millar and Andrew Jarosz.

Hear our top team updating you with everything you need to know about developments in the bus industry, and forthcoming events.

UPDATED
TWICE WEEKLY:
Every Monday
and Thursday



Calls cost 50p per minute.
Service provided for Ian Allan magazines by Sound Advice,
148 Gloucester Avenue, London, NW1.

IAN ALLAN
Publishing



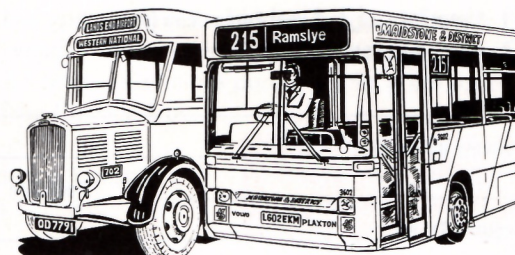
July 19th 1998

Running Day and Bus Rally at Anstey Park, Alton, Hampshire

- Free local services from Rally Site
- Regular services to Mid-Hants stations
- Static buses and sales stands at Anstey Park
- Free 'early and late' bus connections with Basingstoke, Guildford and Winchester

For vehicle entry or stall holder contact
Alan Fairbrother on 0181 570 5649
or E-Mail 113055.2054@compuserv.com

THE
SOCIETY
OMNIBUS



Provides you with the opportunity to study the old as well as the new . . . magazine, library & archive, study tours, photo service and timetable news. . . . Send 2 x 1st class stamps to The Spinney, Meadow Road, Ashted KT21 1QR

Registered Charity
No. 1048887

A brand new quarterly magazine from

IAN ALLAN
Publishing



PRESERVED BUS

No self respecting bus preservationist can afford to be without a copy of Preserved Bus.

ONLY £2.50

- Stunning photography
- Wide ranging feature articles
- Numerous regular features
- News from the world of preserved buses and museums
- Profiles of individual preserved buses
- 'Words of Wisdom' from experienced preservationists

Topics for this very first issue include:-

- ▶ Profile of the **Manchester Museum of Transport**
- ▶ Behind the scenes at the **King Alfred Running Day** in **Winchester**
- ▶ '**Issues**' - a series of articles investigating the controversial aspects of preservation. For Issue No 1, **Brian Dyes** discusses the **legalities of running days**.
- ▶ **Jasper Pettie's Practical Preservation** - a regular series on vehicle restorations
- ▶ Pictorial coverage of the highlights and lowlights of the **1997 rally season**

FREE
RALLY GUIDE
POSTER FOR
1998!

**First issue on sale
26 March 1998.**

**Available from most good bookshops and newsagents or
why not guarantee your copy by taking out a subscription?**

PRESERVED BUS BINDERS

Keep your copies of **Preserved Bus** in pristine condition with one of our special magazine binders. **ONLY £5.95* plus p&p** (*Postage charges: UK no extra charge; Overseas: Europe £2.50; Australia and Far East £3.50 per binder ordered).

1 Year Subscription Rates

UK	£10
Europe/Eire (Airmail)	£12
Rest of the World (Airmail)	£13

**To: Ian Allan Subscriptions, Preserved Bus, River Dene Estate, Molesey Road, Hersham, Surrey KT12 4RG.
Tel: 01932 266622 Fax/Overnight answerphone: 01932 266633 (Phone and fax numbers from 2 March 1998).**

I would like to order _____ copy(ies) of Preserved Bus @ £2.50 per copy plus p&p. (Postage and packing charges:- UK 70p per copy, Europe/Eire £1.30 per copy, Rest of the World £1.95 per copy).

I would like to take out a new subscription to **Preserved Bus**.

Please tick the subscription you require:

- ☐ 1 year UK ☐ 1 year Europe/Eire (airmail)
☐ 1 year Rest of World (airmail)

Name _____

Delivery address _____

Postcode _____

Daytime Tel No _____

HOW TO ORDER

OPTION 1 - Telephone our Priority Service Line on 01932 266622 - please have your credit card details ready.

OPTION 2 - I enclose a cheque to the value of £ _____.
Please make cheques payable to Ian Allan (Subs) Ltd.
Cheque number: _____

OPTION 3 - Please debit my Mastercard/Visa/Switch card number:



Card Expiry Date _____ Card Issue No (Switch Only) _____

Name of cardholder (capitals) _____

Cardholder Signature _____

Cardholder address (if different) _____

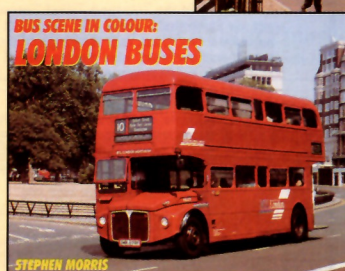
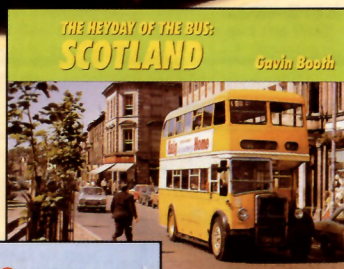
Postcode _____

Your subscription will start with the next available issue.

Your name and address will be held on our mailing list to keep you informed of future Ian Allan offers/publications. If you do not wish your name to be kept, please tick the box. ☐

IAN ALLAN
Publishing

New colour books from **IAN ALLAN** Publishing



Heyday of the Bus: Scotland

By Gavin Booth ISBN: 0711025584
184mm x 240mm H/B 80pp **£13.99**

From the late 1950s through to the radical alteration of Scottish local government in the mid-1970s, the public transport scene in Scotland was a fascinating one. As well as the municipal operations, there were also the various major bus companies and independents, all of which contributed to a vibrant public transport scene.

With over 85 colour photographs, covering municipal, company and independent bus operation in the period, this book is a graphic reminder of a long-lost era.

PUBLISHED JANUARY 1998

Bus Scene in Colour: London Buses

By Stephen Morris and Philip Lamb ISBN: 071102555X
184mm x 240mm H/B 80pp **£13.99**

Since the mid-1980s the face of London's buses has changed dramatically; it is still possible to see rear-platform double-deck buses -

although their numbers have declined significantly - but in amongst the buses in a primarily red livery are a myriad of other bus liveries, reflecting the fact that the operation of London bus routes has been franchised and the constituent part of London Buses Ltd sold off piecemeal to the private sector.

Illustrated throughout in colour, this book provides a useful guide to the current bus scene in London.

PUBLISHED FEBRUARY 1998

ALSO AVAILABLE IN THIS SERIES, WHILE STOCKS LAST:

Bus Scene in Colour: Preserved Buses

Gavin Booth and Peter Durham ISBN: 0711025371 184mm x 240mm Hardback 80pp **£12.99**

Bus Scene in Colour: 10 Years of Deregulation

Stephen Morris ISBN: 0711024936 184mm x 240mm Hardback 80pp **£11.99**

London Country Buses in Colour

By Michael H. C. Baker ISBN: 0711025576 184mm x 240mm Hardback 80pp **£13.99**

Well-known author Michael H. C. Baker portrays the bus operations in the London Transport Country Area in the period before its transfer to the National Bus Company. Drawing upon the collection of many of the leading bus photographers, the book includes some 85 colour illustrations portraying the great variety of location and vehicle type that were such a feature of the Country Area operations in the period.

This book will revive memories of the era when London Transport's green buses operated throughout many of the home counties.

PUBLISHED FEBRUARY 1998



Use your Ian Allan® Direct Card* for a 10% discount on all published prices!

HOW TO ORDER: Please call the **IAN ALLAN MAIL ORDER DEPT** at **LITTLEHAMPTON BOOK SERVICES** (24 hour) on **01903 736736** quoting reference code **RTB15**, your credit card details (Visa/Access/Mastercard/Switch) and the ISBN of the book(s) required. Alternatively, write to: **Ian Allan Mail Order, Dept RTB15, 10-14 Eldon Way, Lineside Estate, Littlehampton, West Sussex BN17 7HE. Fax: 01903 730828.** (Cheques payable to Littlehampton Book Services). **Allow 28 days for delivery. Please add £2.50 post and packing charges UK and £3.60 overseas.**

Please note: credit card orders cannot be taken over the telephone until the books are published. For advance orders please write to the address given.

WRITE FOR OUR NEW CATALOGUE - For further information on any Ian Allan Publishing/Dial House titles, or for a FREE copy of our 1998 Books Catalogue, please send an A5 sae, to the value of 50p to: The Marketing Department, Ian Allan Ltd, River Dene Estate, Molesey Road, Hersham, Surrey KT12 4RG.

* Terms and conditions available upon application. For details of how to apply for your Ian Allan Direct card, send an sae to the Marketing Dept at Ian Allan Ltd, River Dene Estate, Molesey Road, Hersham, Surrey KT12 4RG.

Classified Advertisements

COPY DEADLINE FOR MAY 24 MARCH. ON SALE 16 APRIL

TEL: (01932) 266600. FAX: 01932 266601

NOTICE TO ADVERTISERS: Advertisers are reminded to observe the provisions of the Trade Descriptions Act and the Business Advertisements (Disclosure) Order 1977 which requires all persons who seek to sell goods in the course of trade or business to make the fact clear in the advertisement. All trade advertisements should be marked with the word trade. There is a maximum fine of £2,000 for contravention of this Order. The publisher reserves the right to refuse or withdraw any advertisement at its discretion without stating a reason, and does not accept responsibility for omissions, clerical errors or the bona fides of advertisers, although every care is taken to avoid mistakes and advertisements from doubtful sources.



Announcements in these columns, including name and address, are charged at **40p** per word. Semi-display **£8.50** per scc (min 3cm) (VAT inclusive). Series discount on application semi-display only. Box number **£5.50** extra. All lineage advertisements to be prepaid. SAE if acknowledgement required.

Classified advertisements will be inserted in the first available issue after receipt, subject to availability of space. Copy with remittance to: **Buses, Classified Advertisements Department, River Dene Estate, Molesey Road, Hersham, Surrey KT12 4RG.**

MODELS

BUS LIST 142 - 46 PAGES, £2.30

Over 3,000 different models for sale

Many rare and unusual items from all over the world. Most are mint boxed but plenty of chipped Dinkies etc. for repainting. All leading makes - Dinky, Corgi, EFE, Lesney, Brekina, Wiking, Diapet, Tomica and Solido plus 100's of others. A fantastic list for any collector of buses, something for everyone. Includes all kits from Pirate, Streetscene, RTC etc. Builds kits also for sale. The entire list only £2.30 UK, overseas airmail £3.

DINKY 1/76TH BUSES (CHIPPED/REPAINTS)

29c AEC Regent 'STL'	£20
29c AEC REGENT III	£20
29c Leyland Titan 'STD'	£18
29c Half Cab Coach	£25
29f Maudslay Observation Coach	£14
281 Maudslay Luxury Coach	£15
282 Leyland Royal Tiger Duple	£15
283 BOAC Coach (Harrington)	£15
290 Leyland Titan PD	£16
291 Atlantean Single Door	£30

1997 KITS & SPARES LIST (14 PAGES) £1

Over 650 different kits in stock including 340 Pirate kits and over 200 Pirate spares. This list includes an exciting new range of buses for Birmingham Corporation, Edinburgh, Newcastle, also the Silcox, Pembroke Dock rare trolleybus bodied Bristol K6G. Send today for this comprehensive list. Only £1 (stamps OK).

JOHN GAY, 7 HORSHAM LANE, UPCHURCH, SITTINGBOURNE, KENT ME9 7AL.

PIRATE '00' 1/76 METAL BUS KITS

4437 1943 Guy Arab Utility London Transport G Class	£28.95
4466 1949 Leyland PD London Transport RTW	£29.95
4467 1942 Bristol K5G 1950 Saunders (Maidstone & Dist)	£28.95
4479 1996 Dennis Dominator East Lancs (L & C)	£29.95



Pirate 4482; Leyland PD3; Southdown; Queen Mary
Only £28.95



Pirate 4511; Dennis Loline 111; Aldershot & Dist.
only £29.95

4513 1933 Morris Imperial Metro Cammell (B'ham)	£29.95
4514 1937 AEC Regent Metro Cammell (B'ham)	£29.95
4515 1937 Daimler COG6 Metro Cammell (B'ham)	£29.95
4516 1938 Leyland TD6c Metro Cammell (B'ham)	£29.95
4517 1947 Daimler CV6 Metro Cammell (B'ham)	£29.95
4527 1950 Crossley DD42/6 Metro Cammell (B'ham)	£29.95
4528 1950 Daimler CVD6 Metro Cammell (B'ham)	£29.95
4900 1937 Leyland TB5 Trolleybus (B'ham)	£31.95

Postage 1 kit £2 UK, 2 or more £3. Hong Kong (airmail) £5 each

CMA SCALE MODELS & ACCESSORIES

WHEELBASE RESIN MODEL BUS KITS

NEW !! LONDON TROLLEY BUS

1/76th Scale AEC L3 Chassisless Trolley Bus No 1472, destination 621 Kings Cross
Kit Price: £19.95 including Post & Packing in the U.K.

1/76th Scale Guy Wulfrunian/Roe H43/32F. West Riding Instructions for Red & Cream or Green & Cream livery
Kit Price: £19.95 including Post & Packing in the U.K.

1/76th Scale Guy Wulfrunian/East Lancs Instructions for Wolverhampton livery
Kit Price: £19.95 including Post & Packing in the U.K.

1/76th Scale AEC Regent V. Exposed radiator, Willowbrook body with domed roof, Beverley Bar, East Yorkshire livery
Kit Price: £19.95 including Post & Packing in the U.K.

1/76th Scale Leyland PD1/3 Burlingham body, instructions for Ribbles, White Lady or Express versions
Kit Price: £19.95 including Post & Packing in the U.K.

1/50th Scale Albion Victor PK114. Normal control
Kit Price: £24.95 including Post & Packing in the U.K.

Kit assembly service, Models made from scratch & Components
Send an S.A.E. for full listings & prices

Send to: C.M.A. 33 WHEATFIELD AVENUE, OAKES, HUDDERSFIELD, YORKSHIRE, HD3 4FR.
TEL: 01484 448341

Please add £1.50 for overseas air mail per kit

CHERISHED MEMORIES OF EAST ANGLIAN OPERATORS RE-CAPTURED IN DIE-CAST

Code 3 Repaints

Colchester Corporation:

Southend Corporation:

Moore Bros: Viceroy:

and many more!

The latest EFE, OOC; Corgi Classics; Oburago: Minichamps.

Send for our Catalogue TODAY! or better still call over. See us at either

37/39 King Street, Saffron Walden,

Essex CB10 1EU or

High Street, Sawston,

Cambridge CB2 4ET

C.P.MODELS

Tel. 01223 518873 OR Fax. 01799 508073

See us on the Internet

PRINTS

FRAMED SCOTTISH BUS PRINTS. SAE for details stating interests. Cameron, 31 Corbett Place, Dunfermline, Fife..

HOLIDAY

ACCOMMODATION

INVERNESS - GLENCAIRN GUEST HOUSE. Bus/Rail enthusiast provides non-smoking B&B accommodation. Ensuite rooms available. Credit cards accepted. Ian/Mary Jamieson Tel:01463 232965.

SOCIETIES & TOURS

INTERESTED IN TICKETS?

..... then join the Transport Ticket Society and get our illustrated *Journal* with the latest news on tickets, bus, tram, rail, shipping and air, from the UK and overseas, plus regular sets of obsolete tickets, publications, exchange pools, postal auctions and much more!

For a free Journal, send two 2nd-class stamps to

THE TRANSPORT TICKET SOCIETY (B)
4 Gladridge Close, Earley, Reading, RG6 7DL

or visit our World Wide Web site:

<http://www.btinternet.com/~transport.ticket>

BUSES WORLDWIDE

Magazine now improved and in A4 format

We cover all countries outside the British Isles

Membership details and sample magazine

37 Oyster Lane, Byfleet, Surrey KT14 7HS

THE BRITISH

TROLLEYBUS SOCIETY

BTS has ten trolleybuses in preservation and is working to restore them to their former glory.

Help us by joining the Society and supporting our sales stand.

For further details and a free copy of "TROLLEYBUS" write to:-

BTS Secretary (B)

2 Josephine Court, Southcote Road
READING RG3 2DG.

TRAVEL

COACH TRANSPORT TO-SOUTHAMPTON ROYAL VICTORIA BUS RALLY. Travel by Sea View Coaches (Leyland Tiger MIB 3957) from POOLE, BOURNEMOUTH, RINGWOOD & SOUTHAMPTON. £6.00 per seat - Book Now! 01202 385 055 evenings.

SPARE PARTS

QUALITY BUS FARES for Bristol VR, LH, LHS, Leyland National Mark 1 & 2, Leyland Titans, Daimler Fleetlines, AEC Routemasters and other vehicles. Currently available, windscreens, gearboxes, engines, wheels, tyres, seat cushions and many other parts. Most parts held in stock for immediate delivery. Call David on 0956 842 216 Trade.

SPECIAL EDITION MODEL BUSES

'Code 3' Model Repaints

We are pleased to announce three new models in our series of Special Edition Repaints to Professional - quality standard - available only from MAINTRACK MODELS.



BRISTOL VR - OPEN TOP

We are pleased to offer the EFE Model in the following liveries:

EASTERN NATIONAL (Yellow/Green) - Price £28.99.

EASTERN NATIONAL 'COAST LINER' (Yellow/Red) - Price £29.99.

These models are available to order now - please specify clearly which livery you require and add £1 p&p for each model ordered. (Allow up to 28 days for delivery). 24-hour FAX ORDERLINE 01424 437428 VISA, MASTERCARD & SWITCH accepted. Other models are available in this Special Edition series. For further information on these please send S.A.E. for leaflets.

MAINTRACK MODELS

79 QUEENS ROAD, HASTINGS, EAST SUSSEX TN34 1RL. 01424 437428

BRITAIN'S No.1 SUPPLIER OF 4MM TRANSFERS

FLEETNAMES, LEGAL LETTERING, MANUFACTURERS BADGES, DESTINATIONS ETC MANY EXCLUSIVE TO OURSELVES.

White Metal & Resin Kits, Accessories & Paints also supplied. Send £1.50 Cheque/P.O. payable to J.M. LOWE for new 1998 catalogue or 2x1st class stamps for decal list to:-

BUS FARE

P.O. Box 732, Loddon, Norwich NR14 6US
Tel: 01508 520 536/0802 904 650

ICASH PAID FOR EFE Corgi etc. Collection or surplus models. Ring or fax Peter 01372 386998 or mobile 0378 160426.

EFE - A COMPREHENSIVE RANGE AT REASONABLE PRICES. From early grey box to recent issues. Also quality repaints from London Bus Repaints. Send SAE for list to LBR, 10 Hurst Close, Headley, Surrey KT18 6DZ.

MABEX 1998 MODEL BUS TRANSFER list available now: Send 52p in stamps for your copy. Mabex Products, P.O. Box 2581, Eastbourne, East Sussex, BN21 2UQ.

4mm BUS PLANS. 740 different, £1.10 each, lists 50p. Recent additions new coaches/Pioneer D/D and SLF buses. Drawings available for. Blois, 15 Marysmead, High Wycombe, Bucks, HP15 7DR.

From 2 March 1998 you can fax your advert on 01932 266601

EVENTS

CAMBERLEY TRANSPORT ENTHUSIASTS' FAIR

A popular established event featuring stalls buying, selling & exchanging a vast assortment of transport related items. Books, magazines, posters, timetables, postcards, photographs, videos, models old & new, tickets and all kinds of memorabilia should be featured.

Sunday, 29 March 1998 11.00am - 4.00pm

Arts Link Camberley (formerly Civic Hall), Knoll Road, Camberley, Surrey.

(Turn off A30 at Whites Garage) A short walk from Camberley station.

Admission: Adults £1.00

Senior Citizens & Children 50p

Owners of vintage vehicles are invited to display them in the car park.

Enquires & Stall Bookings: Keith Manning: Epsom (01372) 725063 (eves).

Valley Lines

Festival of Transport Bus and Coach Wales '98

The Biggest and Best Rally in South Wales and the West

The (dust free!) Coach Park, Barry Island - Sun 31st May

Vintage and Modern Buses Coaches and Commercials

This year featuring ex-Western Welsh/National Welsh vehicles with over 100 stalls for the Bus and Rail enthusiast.

No classes - no judging just a great day out for all the family.

For details SAE to Glyn Bowen, 12 Carlton Terrace, Troedryhiw,

Merthyr Tydfil CF48 4EP. Tel: 01443 693087.

Stall bookings: Alan Morse, 6 Swn-y-Nant, Upper Church Village, Pontypridd.

Tel: 01443 208251.

Organised by the Cardiff Transport Preservation Group.

Registered Charity No. 1063157.

BUSES

'CLASSIC AUTO-MOTION'

In aid of the Classic Bus Heritage Trust, Registered charity, No 1027892

To be held at The Transport Research Laboratory, Old Wokingham Road, Crowthorne, Nr Bracknell, Berkshire.

Sunday 21st June 1998 Gates Open 8am-6pm Public admission 10am-5pm

All attending vehicles, who have booked prior to 1st June 1998, will receive a commemorative plaque. Vehicle entry fee NONE.

To receive a vehicle entry form or to apply for a trade stand, please write to: Buses Classic Auto-Motion, 78 Lillibrooke Crescent, Maidenhead, Berkshire SL6 3XQ. (Please enclose a 7in x 5in stamped, addressed envelope).

TRANSPORT COLLECTORS' MARKET

SATURDAY 21st MARCH 1998

11.00-15.00

Regent Square United Reformed Church
Wakefield Street, London WC1

The twentieth TCM offers a huge range of books, postcards, magazines, tickets, timetables, photos, maps and many other items. Also, refreshments and a continuous video show

ADMISSION £1.00 until 13.00 free thereafter

Enquiries: Robin Linsley 01442 256329

WEST RIDING TRANSPORT FAIR. Dewsbury Bus Museum, Ravensthorpe, Sunday March 8th. 11-00am. **CLEVELAND TRANSPORT FAIR.** Parish Church Hall, High Street, Stockton on Tees, Saturday March 14th, 11-00am. All enquiries: 13 Lea Street, Lindley, Huddersfield, HD3 3LS Tel. 01484 655452.

SOUTHAMPTON-16th Royal Victoria Bus Rally, Netley, Sunday 12th July, 1998. Details SAE please. D.T. Forrest, 16 Bassett Meadow, Southampton, SO16 7DY 01703 790 213.

SIXTH PORTSMOUTH CORPORATION-SOUTHDOWN RUNNING DAY. Sunday 26th April 1998. Free bus services and coach tours in Portsmouth area: Stalls at CPPTD, Old Portsmouth. Details (SAE please): Vintage Transport Group, 8 Claydon Avenue, Southsea, Hants, PO4 8RJ. Stalls by invitation only.

SURBITON 8th MARCH 1998. Transport Bazaar, Southborough School, Hook Road (junction of Hook Road and Kingston By-pass). For books, models, tickets, photographs, relics, badges, timetables, paperwork etc. Refreshments. Buses 71 and 465 stop outside. Free courtesy bus from Surbiton Station. Details/stalls (£17.50 - 6ft) from Burgess, 20 Waverley Avenue, Berrylands, Surbiton, Surrey, KT5 9HD or Tel: 0181 399 1102.

BARKING BUS RALLY, Easter Sunday, 12th April. Barking Town Hall car park (off St. Paul's Road, 5 mins. Barking LUL/LT & S Station). Admission Free! with Transport Enthusiasts Bazaar and RT/RF Road Run to Barkingside and back. SAE - NLTS, 8 The Rowans, N13 5AD.

NEW IN LONDON! - A SPECIAL EVENT TO COMMEMORATE THE 30th ANNIVERSARY OF LT's 'RESHAPING PLAN', STANFORD RIVERS 'THE WHITE BEAR', SUNDAY 9th AUGUST - Rally featuring 1940s/50s/60s LT buses, plus special services to/from Romford and Epping Stations and Transport Enthusiasts' Bazaar. SAE - NLTS, 132 Moorfield, Harlow, CM18 7QQ.

BLUEBELL RAILWAY

SUNDAY

**26TH APRIL 1998
VINTAGE BUS DAY**

Rally at

East Grinstead, King St.

Vehicles operating on

free services over

former L.T. Routes.

Entries are invited

SAE

A. Charman

19 Hampton Way

East Grinstead

West Sussex RH19 4SG

A Slide Evening with photographer

PETER DURHAM

Friday 20th March

Main Building, University of Wales,
Park Place, Cardiff

Starts 19.30 prompt. Admission £3.00

All proceeds to Cardiff Transport
Preservation Group

Regd. Charity No. 1063157

RALLY/ENTHUSIASTS FAIRS

Sundays 11.30 a.m. - 4 p.m.

10th May • 12th July • 6th Sept

Cuffley Community Centre

Station Road, Cuffley, Herts.

Trophies • Plaques • Snacks

Bookings Tel: 01707 321422

CHAPPEL BUS RALLY

Sunday 19th July at the
East Anglian Railway Museum,
Chappel, near Colchester.

Details and entry forms from

Ken Darby, EARM, Chappel

Station, Colchester, CO6 2DS or

Tel: 01206 242524.

NORTH WEALD RALLY, SUNDAY 28th JUNE.

One of the biggest and best! Over 200 exhibits and 100 enthusiasts' stalls! SAE - NLTS, 132 Moorfield, Harlow, CM18 7QQ.

LLANDUDNO TRANSPORT FESTIVAL, May-Day bank holiday week-end 2nd, 3rd and 4th 1998. Sea front show ground. Shuttle bus service. Camping available. Also to include the 98 Crossville gathering. Details SAE Festival Office, 48 Church Road, Rhos-On-Sea, Colwyn Bay, LL28 4YS. Tel: 01492 545 053

FOR SALE

ORGANIC GARDENING SEEDS. The ideal start for top crops. Fresh vigorous seeds without chemical treatment many popular vegetable, herb and flower varieties. Free catalogue from Chase Organics, Riverdene Estate, Molesey Road, Hersham Surrey, KT12 4RG Tel: 01932 253666 Fax: 01932 252707.

FOR TRANSPORT LITERATURE LISTS send SAE to Adam Gordon, Priory Cottage, Chetwode, Bucks, MK18 4LB

ABCROSS (ALAN B. CROSS) PHOTOGRAPHS, 83 Northdown Road, Solihull, B91 3ND. We shall be giving our full support to the Greater Manchester Transport Society Spring Transport Festival 28th/29th March. Come and see the wide range of photos on our stand. See you there!

TIMETABLES, MAGAZINES AND BOOKS on bus, tram and other transport subjects are regularly featured in our 32-page printed catalogues. For a sample send an A5 SAE to: Osmart, 25 New Street, Chase Terrace, Burntwood, W57 8BT.

OVER 5000 ORIGINAL BUS slides and colour prints. Send £1 for sample and lists to Howes, 38 Short Lane, Stanwell, Staines, Middlesex, TW19 7BQ.

RAIL AND BUS BOOKS, magazines and timetables purchased/sold especially Ian Allan ABCs. Also tickets and other ephemera. Atter, 20 Gillett Lane, Rothwell, LS26 0EG. Tel: 0113 282 4986.

HUGH COLLECTION OF TIMETABLES, brochures, folders, magazines, etc. New extensive catalogue £1.20. Gilbert, BCMBOX 8215, London, WC1N 3XX.

1960's - 1990's FLEET LISTS, British Rail Maps & Timetables, Bus Timetables, Photographs. SAE for lists. Also WANTED photographs of Northants Operators vehicles. Edwards, 13 West Street, Earls Barton, Northants. (Trade).

BOOKS/MAGAZINES/PHOTOGRAPHS. Enthusiast thinning collection. SAE for details to Brian Short, 29 Lime Grove, Southmoor, Abingdon, OX13 5DN.

COLOUR PHOTOGRAPHS of many different areas and operators available. For sample and details please write to David Longbottom, 9 Jevans Court, Driffield, East Yorkshire, YO25 7LN. (Postal only - no telephone calls).

BUSES ILLUSTRATED. January 1964 - June 1980 inclusive. V.G.C. £200.00. Tel: 01604 890 318 (Northampton).

ENTHUSIAST CLEARING PHOTO COLLECTION. 50 different prints £6.50 inc p&p. Armstrong, 9 Torr Road, Glasgow, G64 1XH.

DETINATION BLINDS All over the UK. 1940's-1990's. For more information Tel: 01202 385 055 evenings.

FOR SALE RARE EXAMPLES suitable for preservation. 1974 Bedford YRQ 45-seater Willowbrook Expressway, White. 1971 Bedford YRQ 43-seater Duple (Willowbrook) Service Bus, White. Offers to: White Bus Services, Winkfield, Berks. Tel: 01344 882 612.

FOR SALE

THE **ATPH**

For B&W photos from the
original 1950s negatives
by
ARTHUR HUSTWITT

Send stamped addressed envelope for full details.

The Association of Transport Photographers
and Historians

PO Box 106, Crawley, West Sussex, RH10 6FP

PHOTOBUS

Colour prints, slides and black and white prints of buses, trams, trolleys, all areas of the UK, Continental and Post Office vehicles

Send £1.00 for details and
samples to:

PHOTOBUS

Greenacre Barn House, Howe,
Lyth, Kendal, Cumbria LA8 8DF

Phone: 015395 68540

IPSWICH and its TROLLEYBUSES

A Personal Story

A4. SC. 116p. Illustrated
FINAL COPIES £10 INC. (UK)

B. COBB, 39 Adelaide Road,
IPSWICH IP4 5PS.

o/s on apl

WANTED

B&W NEGATIVES WANTED especially commercial vehicles or aircraft. Top prices for complete collections. ATPH, PO Box 106, Crawley, RH10 6FP

BOOKS BOUGHT FOR CASH. Bus books and other transport books and videos always wanted. Keegan's Bookshop, Merchants Place, Reading, RG1 1DT Tel: 01189 587253 Fax: 01189 585220.

PHOTOGRAPHS OF ROUTEMASTERS OVERSEAS and non PSV types and operators in Britain. 31 Pooley Avenue, Egham, Surrey

TRANSPORT LITERATURE AND EPHEMERA WANTED. Adam Gordon, Priory Cottage, Chetwode, Bucks, MK18 4LB. Tel: 01280 848650.

AMATEUR HISTORIAN seeks to purchase or borrow for research purposes house magazines, books, internal documents and any other literature relating to Tilling Group bus companies. Also contacts with former Tilling Group employees sought. Any costs incurred will be met. Furness, 01454 778 344.

ECW DUAL PURPOSE SEATS for preservation project to fit an FLF Double Decker. Contact 0151 420 1167.

LONDON TRANSPORT material purchased. Maps, timetables, leaflets, blinds, tickets, badges, enamelware, bus stops. High prices for older, quality material. Tel: 01883 723 313.

WARRINGTON TRANSPORT SINGLE DECK minibuses and ex Blackburn buses urgently required by enthusiast. Tel: 01925 481 153.

LEYLAND BADGES WANTED

Royal Tiger Doyen - Tiger's Head, Crown etc.
Panther, Panther Cub, Royal Tiger Cub
Leopard, enamelled badges

Any other radiator badges, including lorries
Good prices paid

Mike Sutcliffe, 213 Castle Hill Road, Tottenham,
Dunstable, Beds LU6 2DA (Tel: 01525 221676)

PHONELINES

MILITARY, CIVIL AND AIRSHOW news updated every Monday and Thursday on **0891 448644**. Make sure you get the latest first.

You can also listen into the 'airwaves' by calling the **SKYLINE** on 0891 448648. Calls cost 50p/minute at all times.

BOOKS



UK Transport Bookbargains

BUS and RAIL BOOKS (both bargain and full price) from many leading publishers, a large and varied stock of EFE and OOC DIE-CAST MODELS, the complete range of G.S. COOPER MOUNTED PRINTS and BUS OPERATORS POSTCARDS and much more. Interested? Simply send a 1st class stamp with your name and address IN BLOCK CAPITALS now for a copy of our LATEST CATALOGUE.

****All Ian Allan OPC/PSL and Middleton Press new full-price titles now supplied POST-FREE****

Mastercard/Visa welcome. Sorry - offers limited to the UK.

DON'T MISS OUR BARGAIN BOOK BONANZA ON
SATURDAY 28th MARCH 10.00am - 4.00pm
IN THE BADEN POWELL HALL BESIDE WARMINSTER RAIL STATION.

UK TRANSPORT BOOKBARGAINS (BU3/98)
4 Saxon's Acre, Warminster, Wilts BA12 8HT

TROLLEYBUS MAGAZINE

The world's premier trolleybus journal

Published bi-monthly with full illustrated coverage of trolleybuses worldwide.

Historical articles, also a comprehensive review of current developments and museum projects. For a free sample write to:

NTA Sales, 3 Bankfield, Headcorn,
Ashford, Kent TN27 9QY

Published 21 February -

WALTHAM CROSS & EDMONTON TRAMWAYS

38 other Tramway albums available, also -

CROYDON'S TROLLEYBUSES

HASTINGS TROLLEYBUSES

MAIDSTONE TROLLEYBUSES

READING TROLLEYBUSES

WOOLWICH & DARTFORD TROLLEYBUSES

£11.95 each, 120 photographs.

Write or phone for our latest booklist.

MAIL ORDER SERVICE

POST FREE IN UK. Cheque, Visa or Access

MP Middleton Press

Easebourne Lane, Midhurst,

West Sussex. GU29 9AZ

Tel: 01730 813169 Fax: 01730 812601

BUS & TRAMWAY MAGAZINES, RARE & OUT OF PRINT BOOKS

We have a vast stock of transport publications inc. Buses, Bus Fayre, Classic Bus, etc and some 70 other transport journals from the 1900s to the present day. PLUS hundreds of transport books.

HOBBYIST'S BOOKLAND.

The Fosse, Fosse Way, Radford Semele,
Leamington Spa, Warks. CV31 1XN.

Tel. 01926 614101 Fax. 01926 614293

We purchase all hobby books & magazines and will quote for collections large of small.

TAG FLEETBOOKS

New

8. NORTH WEST ENGLAND£14
Including Cumbria, non-PSV and preserved. Fully indexed with over 11,000 vehicles.

Others available:

1. LONDON (over 450 fleets)£14.00
2. SOUTHERN ENGLAND£12.00
4. EAST ANGLIA£12.00
5. SOUTH & WEST MIDLANDS.....£12.00
6. WALES£8.00
7. YORKSHIRE & E. MIDLANDS.....£14.00
9. NORTHERN ENGLAND & N.I.....£12.00
10. SCOTLAND£14.00

Post & Packing 50p on a single book please, multi-orders post free

TAG PUBLICATIONS, 36 POOLE ROAD,
WEST EWELL, SURREY KT19 9SH.

FROM 2 MARCH 1998
OUR NEW TELEPHONE
NUMBER WILL BE

01932 266600

CURRENT FLEET LISTS

of ALL Operators in

Malta

@ £7.00 each + 50p p&p

Ask also for a full list of all titles in this series

PSV CIRCLE

59 Palmer Avenue, Cheam SM3 8EF

IAN ALLAN BOOKSHOPS the transport enthusiast's choice. Come in & see us for the most comprehensive range in Railway, Bus, Tram & Aviation books, videos & models, don't miss out, you can find us at 45/46 Lower Marsh, Waterloo, London, SE1 7SG. (Rear of Waterloo Station) Tel: 0171 401 2100 or at 47, Stephenson Street, Birmingham, B2 4DH. Tel: 0121 643 2496, or at Unit 5, Piccadilly Station Approach, Manchester, M1 2GH. Tel: 0161 237 9840.

SECONDHAND BUS & COMMERCIAL VEHICLE BOOKS, magazines bought and sold. SAE list - Falconwood Transport & Military Bookshop, 5 Falconwood Parade, The Green, Welling, Kent, DA16 2PL. Tel: 0181 303 8291. Open Thursday, Friday and Saturday.

KOWLOON M.B. HANDBOOK, 2nd edition, 100 plus superb colour photographs. Fleet list, etc etc. £12 post free. PSV Circle, 30 Bonnersfield Lane, Harrow, HA1 2LE.

P REGISTRATION. First Owner Year List of PSV vehicles £9 post fee. L. Simpson, 37 Roach, Dosthill, Tamworth, Staffs B77 1LN.

PHOTOS/SLIDES

QUALITY PHOTOGRAPHS GUARANTEED. 16,000 unreleased b/w bus/tram/trolleybus/steam/diesel shots 1949-1997 available to discerning collectors and prospective authors. Two first class stamps secures up-dated approval lists from this exciting collection. Books, maps, timetables, ABC's also available. Phil Picken, 112 Rainville Road, London, W6 9HJ.

BLACK AND WHITE PHOTOGRAPHIC PROCESSING on traditional double weight paper. SAE for details: John Fozard, 6 Heaton Crescent, Baildon, Shipley, West Yorkshire, BD17 5PJ.

HIGH QUALITY COLOUR SLIDES of classic buses and trolleybuses-origins taken from 1960 to early 1970s with the emphasis on major operators and well known independents. Most pictures are of vehicles in their working environment with many scenic shots. AREAS AVAILABLE: West Midlands, South Eastern, London, Scotland South West, North West. Please send £1.00 for sample slide and one list. Additional lists 25p each. All slides supplied from stock. Prompt service. Omnicolour, 18 Wishart Gardens, Bournemouth, BH9 3QZ.

VEHICLES FOR SALE

LEYLAND LEOPARD 1971. Plaxton, Ex Grey Green. Thoroughly restored. Class 6 MOT. Free tax.£3,750 ono. Tel: 01962 620169

VEHICLES FOR SALE



ROUTEMASTER BUS CENTRE

BUSES FOR SALE. Leyland Atlantean choice of 2, one Park Royal body, one ECW body. Daimler Fleetline choice of 2. Low height Bristol VR. ECW body. A number of Routemaster open platform, some in London Red A number of these with original Registration numbers.

Open-top Routemaster from stock.

SALES/EXPORTS RM 1020 Reg. No. PVS 830. Zegreb, Croatia.

RM 447 Reg. No. YVS 293. Chicago, USA

SPARES. Advert frames, complete set for RM buses. Seat frames, seat cushions for RM. Fibreglass panels for Scania Metropolitan. RM wheel centres (Sand blasted from stock). Battery crates RT/RF. Fuel tanks RT/RF. Cab sliding doors RT.

BUSES AVAILABLE FOR FILM & TV CONTRACTS.

All buses viewed by appointment only.

All vehicles viewed by appointment.

BRAKELL OMNIBUS SALES (London)

Tel: 0181-644 9132 . Fax: 0181-644 4907

E-mail://www.solnet.co.uk/brakell.

Contact E. H. Brakell or J. M. Brakell

PROPERTIES FOR SALE



Modernised 3 Bedroom Bungalow with established Bus parking attractively situated in Hampshire Cathedral Town. Also opportunity to purchase Bus operating company with 4 'O' licences, Plaxton Coach, London RT and availability of rented covered parking.

BUNGALOW AND LAND FREEHOLD
BUS COMPANY & VEHICLES

OIRO
OIRO

£155,000
£22,000

Box No. 191. C/O The Advertising Department,
Ian Allan Ltd., Coombelands House, Coombelands Lane, Addlestone, Surrey KT15 1HY.

COMPUTERS

COMPUTERISE YOUR RECORDS with Aircraft Observers Log. The PC software program for aircraft spotters. Available for only £19.95. Write for details. K&L Systems, Dept AI, PO Box 33, Worsop, S81 9YR. Tel: 01909 730606.



PC BUS for Windows
BUS RECORDING & SIGHTING DATABASES
The only system for the 'true bus enthusiast'

System contains Owner, Body Type, Chassis & Bus Livery Databases, already prefilled with data, plus Bus & Sighting Databases where you enter your own information. Record Multiple Bus Sightings. Make extensive queries & print or view the results, plus much, much, more!

All data is easily & quickly updateable -

Introductory Offer Only - £15

PC TOPS Railway Motive Power Power System also available for £25. State disk size and full micro details - ring or SAE for details.

Milburn Associates, Home Farm, Hoggington Lane, Southwick, Wilts, BA14 9NR. Tel: 01225-777395

KINDLY
MENTION
BUSES
WHEN
REPLYING TO
ADVERTISERS

The **Ian Allan Bookshop** in **Birmingham** requires an **assistant manager** - preferably an **experienced bookseller** with a **specialist knowledge** of **transport related titles**.

Please **apply** in writing **enclosing** your **C.V.** and stating your salary expectations to:

Miss W Brown, Sales Support Manager,
Ian Allan Ltd, Coombelands House,
Coombelands Lane,
Addlestone, Surrey KT15 1HY.

IAN ALLAN
Bookshops

FREE

MAGAZINE BINDER WITH EACH NEW SUBSCRIPTION to **BUSES**

- both UK and overseas
- keep your copies in pristine condition

Take out a
subscription
TODAY!

1 year Subscription rates for **BUSES**

UK	£31.20
Europe/Eire (airmail)	£43.00
Rest of the World (economy airmail)	£45.00
Rest of the World (1st class airmail)	£54.00

2 year Subscription rates for **BUSES**

UK	£62.40
Europe/Eire (airmail)	£86.00
Rest of the World (economy airmail)	£90.00
Rest of the World (1st class airmail)	£108.00

Britain's biggest, brightest bus magazine - the modern magazine for enthusiasts and industry professionals alike.

Up-to-date news coverage of the industry, incisive comment, interesting features and profiles and lively, colourful presentation.

SUBSCRIBER BENEFITS

- NEVER miss a single issue of **BUSES**
- Automatic MEMBERSHIP OF IAN ALLAN DIRECT - a service for subscribers offering a 10% discount on purchases of most Ian Allan products
- Take advantage of special REDUCED PRICE BOOK and VIDEO BARGAINS - available exclusively to subscribers
- NO PRICE INCREASE during the period of your subscription
- FREE POST & PACKING on all UK subscriptions
- Your copy delivered 'HOT OFF THE PRESS' to your work or home address

Can you afford to miss out?



BACK ISSUES

Missing any copies of **BUSES**? You can order copies of the last 12 issues by writing to the address given on the order form or telephoning our **Priority Service Number** on 01932 266622* and stating the issues required.

Cover price plus p&p.
(Postage and packing charges:
UK 70p; Europe £1.30;
Rest of the World £1.95).

To: Ian Allan Subscriptions, Dept Buses, River Dene Estate, Molesey Road, Hersham, Surrey KT12 4RG.

*Priority Service Line: 01932 266622 Fax/Overnight Answerphone: 01932 266633

*All telephone and fax numbers quoted will be available from 2 March 1998.

YES, I would like to take out a new subscription to and claim my **FREE** magazine binder.

BUSES

Please tick the subscription you require:

- ☐ 1 year UK ☐ 1 year Europe/Eire (airmail)
☐ 1 year Rest of World (economy airmail)
☐ 1 year Rest of World (1st class airmail)
☐ 2 year UK ☐ 2 year Europe/Eire (airmail)
☐ 2 year Rest of World (economy airmail)
☐ 2 year Rest of World (1st class airmail)

Name _____

Delivery address _____

Postcode _____

Daytime Tel No _____

HOW TO ORDER

OPTION 1 - Telephone our Priority Service Line on 01932 266622 - please have your credit card details ready.

OPTION 2 - I enclose a cheque to the value of £ _____.
Please make cheques payable to Ian Allan Ltd (Subs).
Cheque No _____

OPTION 3 - Please debit my Mastercard/Visa/Switch card number:

☐ Single payment ☐ Continuous payment until further notice

Card Expiry Date _____ Card Issue No (Switch Only) _____

Name of cardholder (capitals) _____

Cardholder Signature _____

Cardholder address (if different) _____

Postcode _____

OPTION 4 - I would like to pay by direct debit, please send me details. (Tick box) ☐

IAN ALLAN
Publishing

Your subscription will start with the next available issue.
Please allow up to 28 days for delivery of your free binder. Offer closes 30/6/98.
Free binder applies to new subscriptions only.

Your name and address will be held on our mailing list to keep you informed of future Ian Allan offers/publications. If you do not wish your name to be kept, please tick the box. ☐

BM MAR 98

10% DISCOUNT ON ALL OF THIS PAGE

A.T.C. PUBLICATIONS

Alexanders Buses Remembered Vol 1: 1945/1961 £12.95

IAN ALLAN LTD

AEC Buses In Camera (reprint) £14.99
An Illustrated History of London Buses £19.99
British Buses Before 1945 £14.99
British Buses Since 1945 £14.99
British Trolleybuses 1911-1972 £14.99
Bus Scene In Colour: Ten Years of Deregulation £11.99
Classic Bus Year Book (Vol 2) £11.99
Classic Bus Year Book (Vol 3) £12.99
Dennis Buses In Camera (reprint) £14.99
Farewell to London's Trolley Buses £14.99
Fire Engines in Colour £10.99
The Heyday of the Blackpool Trams £11.99
The Heyday of the Bus: Midlands £11.99
The Heyday of the Bus: North West £11.99
The Heyday of the Bus: Pasture Years £12.99
The Heyday of the Bus: Yorkshire £11.99
The Heyday of the Classic Bus £10.99
The Heyday of the Classic Coach £10.99
The Heyday of the Classic Tram £10.99
The Heyday of London's Buses £10.99
The Heyday of the London Bus Vol. 2 £10.99
The Heyday of the London Bus Vol. 3 £11.99
The Heyday of the Routemaster £12.99
The Heyday of the Traction Engine £10.99
The Heyday of the Tram £11.99
The Heyday of the Tram Vol 2 £10.99
The Heyday of the Trolleybus Vol. 2 £11.99
Leyland Buses In Camera (reprint) £14.99
The Little Red Book 1997/8 £26.99
London Coach Operators in Colour 1950/1980 £12.99
London Transport 1933-1962 £14.99
London Transport Since 1963 £14.99
London's Trams—Then & Now £16.95
London Trolleybus Chronology 1931/1962 £15.99
Railway Owned Commercial Vehicles (reprint) £14.99
Steam Wagons in Colour £12.99
Tractors In Colour £10.99
The Tram Book £14.99
Trucks In Camera: Foden (reprint) £14.99

AUTOBUS REVIEW PUBLICATIONS

History of Northern General and its Subsidiaries £17.95
Routemaster Dispersal £10.95
Stagecoach Vol 3: Bringing the Bus Out of the Dark Ages £16.50

BIRMINGHAM TRANSPORT HISTORIC GROUP

A History of Wolverhampton Transport Vol 1: 1833-1930 £8.95
A History of Wolverhampton Transport Vol 2: 1929-1969 £14.95
Coventry Transport Vol. 1: 1840-1940 £2.95
Coventry Transport Vol. 2: 1940-1974 £3.30
Memories of Birmingham's Transport Part 1 £3.95
Memories of Birmingham's Transport Part 2 £3.95
Midland Red In The Western Midlands £4.50
On The Buses—Reminiscences of a West Bromwich Bus Man 1928-1974 £7.50

BLACK PRINCE PUBLISHING

Twenty Five Years of Black Prince Coaches 1969-1994 £6.95

BREWEN BOOKS

Britain's Motor Buses £3.95
Bus & Coach Preservation—A Concise Guide £10.95
Coaching Calvalcade 1910-1970 £14.95
Midbus—Midland Bus & Coach Operators £14.95

BRITISH BUS PUBLISHING

We are able to offer all British Bus Publishing Bus Handbooks on a standing order basis, post free (UK only). This offer is only available to people paying by credit or debit card.

1997 Stagecoach Handbook £15.00
1997 First Bus Handbook £9.95
1997 First Bus Handbook £12.50
Cheshire & Merseyside Bus Handbook £9.95
East Midlands Bus Handbook £9.95
Eastern Bus Handbook £9.95
Fire Brigade Handbook £9.95
Hong Kong Bus Handbook £9.95
Lancashire, Cumbria & Manchester Bus Handbook £9.95
Leyland Lynx Bus Handbook £9.95
Model Bus Handbook £9.95
North & West Midlands Bus Handbook £9.95
North & West Wales Bus Handbook £9.95
North East Bus Handbook £9.95
Scottish Bus Handbook £12.50
South Midlands Bus Handbook £9.95
South Wales Bus Handbook £9.95
Yorkshire Bus Handbook £9.95

BUS ENTHUSIAST PUBLICATIONS

Bus Enthusiast Review Vol 12: 1995 £7.95

CAPITAL TRANSPORT

We are able to offer all Capital Transport books on a standing order basis, post free (UK only). This offer is only available to people paying by credit or debit card.

Buses in Britain Vol. 2 (in colour) £19.95
The DMS Handbook £9.95
The First RT's £19.95
Greater Manchester Buses £19.95
Last Years of The General-London Buses & Trams 1929-33 £16.95
London Bus Handbook Vol 1: Central London £9.95
London Coach Handbook £10.95
London Trolleybus Routes £18.95
London Trams £19.95
National Express Bus Handbook £7.95
Premier Travel Cambridge £10.99
RF—A Definitive History £16.95
Routemaster Bus Handbook £10.95
South East Bus Handbook £10.95
South West Bus Handbook £10.95

COLOURPOINT BOOKS

Irish Trams £18.99

B. DOE PUBLICATIONS

Doe's Directory of Bus Timetables & Enquiry Offices £5.00

OTS PUBLISHING

Hants & Dorset—A History £21.95
Hong Kong Buses Volume 1: China Motor Bus 1933-1993 (S/B) £18.95
Hong Kong Buses Volume 1: China Motor Bus 1933-1993 (H/B) £22.95
Hong Kong Buses Volume 2: Kowloon Motor Bus From 1933 £23.50
Hong Kong Buses Volume 3: City Bus Ltd £19.95
Hong Kong Buses Volume 4: Argos Bus Services £12.95
Macau—The British Bus Years £14.95
Oldham Corporation Buses £16.95

Singapore—A History of its Trams, Trolleybuses

& Buses Vol 1: 1800s to 1960s £23.95

FOXLINE PUBLICATIONS

Glossop Tramways £4.50
Isle of Man Tramways £9.95
Tramways In & Around Stockport £6.95

J. HAMBLEY PRODUCTIONS

General Buses of the Twenties—An Introduction to the K, S, NS, LS Classes £14.99
L. T. Buses & Coaches 1939-1945 £12.95
L. T. Buses & Coaches in 1946 £13.95
L. T. Buses & Coaches in 1947 £13.95
L. T. Buses & Coaches in 1948 £11.95
L. T. Buses & Coaches in 1949 £10.95
L. T. Buses & Coaches in 1950 £10.95
L. T. Buses & Coaches in 1951 £11.95
L. T. Buses & Coaches in 1952 £12.95
L. T. Buses & Coaches in 1953 £12.95
L. T. Buses & Coaches in 1954 £12.95
L. T. Buses & Coaches in 1955 £12.95
L. T. Buses & Coaches in 1956 £13.95

HAYNES PUBLISHING CO.

The Directory of British Tramways £24.99

HOLMES & SONS PUBLISHING

Venture Ltd—Story of Basingstoke's Own Bus Company £15.00

L. KING

A Journey Through Time—LT Photos 1880-1965 £16.95

LIGHT RAIL TRANSIT ASSOCIATION (L.R.T.A.)

The Continental Steam Tram £7.00
Electric Railways of Japan Vol 2: Central Japan £6.00
EMB Trams £3.00
Great Orme Tramway—The First 80 Years £1.00
Improving London's Trams 1932-37 £1.50
The LCC Trailers £1.50
Light Rail in Europe £9.95
London County Council Tramways Vol 1 £23.50
London County Council Tramways Vol 2 £26.50
London United Electric Tramways Vol 1: Origins To 1912 £28.50
Metropolitan Electric Tramways Vol 1: Origins To 1920 £12.00
Metropolitan Electric Tramways Vol 2: Origins To 1921-1933 £16.00
Tram To Supertram £5.70
Tramway Atlas of the Former USSR £25.00
Tramway London—1931/52 £5.95
Tramways of Birkenhead & Wallasey £15.00
Tramways of Chile 1858-1978 £15.00
Tramways of Croydon £10.00
Tramways of Dewsbury & Wakefield £7.00
Tramways of the East Midlands £2.00
Tramways of Grimsby, Immingham & Cleethorpes £6.00
Tramways of Kent £3.75
Tramways of North Lancashire £2.50
Tramways of South Yorkshire & Humberside £2.00
Tramways of The South Midlands £3.50
Tramways of South West England £3.20
Tramways of South Wales £4.00

LEEDS TRANSPORT HISTORICAL SOCIETY

Leeds Transport Vol. 1: 1830-1902 £21.95
Leeds Transport Vol. 2: 1902-1931 £39.50

MIDDLETON PRESS (BUS BOOKS)

The Eastbourne Story £10.95

MIDDLETON PRESS (TRAM BOOKS)

Aldgate & Stepney £10.50
Bath Tramways £10.95
Bournemouth & Poole Tramways £10.95
Brighton's Tramways £10.95
Bristol's Tramways £10.95
Camberwell & West Norwood Tramways £10.95
Croydon's Tramways £10.95
Dover's Tramways £10.95
East Ham & West Ham Tramways £10.95
Eltham & Woolwich Tramways £10.95
Embankment & Waterloo Tramways £10.95
Exeter & Taunton Tramways £10.95
Greenwich & Dartford Tramways £10.95
Hamstead & Highgate Tramways £10.95
Hastings Tramways £10.95
Holborn & Finsbury Tramways £10.95
Ilford & Barking Tramways £10.95
Kingston & Wimbledon Tramways £10.99
Lewisham & Catford Tramways £10.95
Maidstone & Chatham Tramways £10.95
North Kent Tramways £10.95
Portsmouth's Tramways £10.95
Reading Tramways £10.95
Seaton & Eastbourne's Tramways £10.95
Southampton's Tramways £10.95
Southend on Sea Tramways £10.95
Southwark & Deptford Tramways £10.95
Stamford Hill Tramways £10.95
Thanet's Tramways £10.95
Victoria & Lambeth Tramways £10.95
Walthamstow & Leyton Tramways £10.95
Wandsworth & Battersea Tramways £10.95

MIDDLETON PRESS (TROLLEYBUS BOOKS)

Vol 1: Woolwich & Dartford Trolleybuses £10.95
Vol 2: Croydon's Trolleybuses £10.95
Vol 3: Hastings's Trolleybuses £10.95

MILLSTREAM BOOKS

Wills & Dorset Motor Services Ltd £18.95

MW TRANSPORT PUBLICATIONS

Bus Services Operators of East Anglia: Norfolk £4.95
Norfolk of Norfolk £11.99
Osborne of Tollerbury £3.45

NEBULOUS BOOKS

London Transport Records At The Public Record Office: Part 1 £17.50

OSPREY AUTOMOTIVE

Greyhound—A Pictorial Tribute to an American Icon £12.99

QUOTES PUBLISHING

Lincolnshire Buses Vol 2: In Camera £5.95
Type & Wear Trams & Buses In Camera £5.95
Wiltshire Buses In Camera £5.95

SILVER LINK PUBLICATIONS

A Nostalgic Look at Belfast Trolleybuses 1938/68 £10.99
A Nostalgic Look at Birmingham Trams £10.99
A Nostalgic Look at Birmingham Trams Vol 2 £14.99
A Nostalgic Look at Birmingham Trams Vol 3 £14.99
A Nostalgic Look at Birmingham Trams 1950-1966 £12.99
A Nostalgic Look at Edinburgh Trams £7.99
A Nostalgic Look at Glasgow Trams Since 1950 £9.99
A Nostalgic Look at Leeds Trams £7.99
A Nostalgic Look at North East Trams £7.99
A Nostalgic Look at Sheffield Trams Since 1950 £14.99

SOUTHERN VECTIS

Great British Bus Timetable Issue 4 £11.00
(Postage & Packing for all UK orders, regardless of amount spent, is £3 for this title)

T.A.G. PUBLICATIONS

We are able to offer all T.A.G. books on a standing order basis, post free (UK only). This offer is only available to people paying by credit or debit card.

Major Bus & Coach Fleets: Avon & South West £12.00
Major Bus & Coach Fleets: East Anglia £11.00
Major Bus & Coach Fleets: Major London £14.00
Major Bus & Coach Fleets: Manchester & Merseyside (incl. IDM) £12.00
Major Bus & Coach Fleets: £12.00
Northern England/Northern Ireland £12.00
Major Bus & Coach Fleets: Outer London £12.50
Major Bus & Coach Fleets: Scotland £14.00
Major Bus & Coach Fleets: South & West Midlands £12.00
Major Bus & Coach Fleets: Southern £8.00
Major Bus & Coach Fleets: Wales £14.00
Yorkshire & East Midlands £14.00

TRANSPORT MUSEUM PUBLICATIONS

Winged wheel—CIE Buses 1945/1987 £10.95

TROLLEYBUSES

Kingston Upon Hull Trolleybuses (H/B) £24.00
Kingston Upon Hull Trolleybuses (S/B) £20.00

VENTURE PUBLICATIONS

80 Years of Guy Motors £18.50
The Bedford Story Vol 2 £19.95
Ready Reality—The Leyland Bus £19.95
The Bristol Story Part 1: 1908-1951 £13.95
Colour Album Vol 1: 40 Years in Manchester £10.99
Colour Album Vol 2: Preserved Municipal Buses £10.99
Colour Album Vol 3: 40 Years in Newcastle £10.99
Eastern Coach Works Vol 2: 1955-1987 £22.50
Leyland Bus—Twilight Years £19.95
London Buses 1985/1995—Managing The Change £17.95
South Yorkshire Transport £19.95

PETER WOOLER

Buses on the Old Fairground/ Bristol & the West £8.95
Girl in the Street/Bedtime Bus Book £17.50
Paris Was Well Worth a Bus/ Paris Vaut Bien un Autobus £15.00

VIDEOS

BCL FILMS
Bus Scope Vol 1: South East Sussex 1991 £12.95
Bus Scope Vol 2: South West Sussex 1991 £12.95
Buses Round & About £12.95
Eastbourne Buses £12.95
Fares Please £12.95
Fulham—30 Years On £12.95
London Transport Trams & Trolleybuses £15.95
Routemaster—The Last London Bus £15.95
Routemaster Volume 2 £15.95
Routemaster Round-up £15.95
Routemaster Since Privatisation £15.95
Southdown In The 1950s £12.95
Ten Years of Change in London £15.95
Wheels Over Britain £12.95

D.D. DISTRIBUTION

British City Transport—Trams, Buses, Underground & Trolleys £11.95

E.K. VIDEO

Lisbon & Its trams £23.95

INDEPENDENT TRANSPORT VIDEO

The Buses & trams of Hong Kong £14.95

LONDON TRANSPORT MUSEUM

City of Contrasts £14.99
Tramways £14.99
Trolleybus Days In Belfast £10.99

ON-LINE VIDEOS

Aberdeen's Trams £19.00
Another Look at Birmingham Trams & Trolleybuses £15.95
Birmingham Trams & Trolleybuses £19.00
Blackpool Trams Pt 1: 1885-1961 £17.95
City Transport in Europe £15.95
The Way Forward £16.00
Dundee Trams £16.00

Edinburgh Trams £19.00
Glasgow Trams Pt 1 £19.00
Glasgow Trams Pt 2 £19.00
Huddersfield Trolleybuses £19.00
Johannesburg Trams £16.00
Leeds Trams £19.00
Liverpool Trams £19.00
Llandudno & Colwyn Bay Electric Railway £17.00
London Buses Remembered £15.00
London Trams Pt 1—1951 £19.00
London Trams Pt 2—1951 £19.00
London Trolleybuses Pt 1 £19.00
London Trolleybuses Pt 2 £19.00
Oporto Trams £15.00
Seaton Tramway £9.95
Sheffield Buses £12.00
Sheffield Trams £19.00
South American Trams £19.00
Trams Around Britain £19.00
Trams Around Britain Vol 1: P.C.C. Cars £19.00
Trams Around Britain Vol 2: P.C.C. Parade Trams by the Seaside £19.00

PHAZE FILMS

Blackpool Trams In The 60s & 70s £18.95
Leyland Buses Volume 1 £18.95
Leyland Buses Volume 2 £18.95

REEL TIME VIDEOS

Omnibus—London Archive £19.95
Omnibus No 1—Memories of 1987 £15.95
Omnibus No 2—Memories of 1988 £15.95
Omnibus—Trolleybus Archive Vol. 1 £19.95
Omnibus—Trolleybus Archive Vol. 2 £19.95
Omnibus—UK Archive £19.95

Blackpool Tram Video Magazine: Summer 1995 £13.00
Blackpool Tram Video Magazine: Autumn 1995 £13.00
Blackpool Tram Video Magazine: Spring 1996 £13.00
Blackpool Tram Video Magazine: Summer 1996 £13.00
Blackpool Tram Video Magazine: Autumn 1996 £13.00
Blackpool Tram Video Magazine: Winter 1996 £13.00
Blackpool Trams In Action—1992 £15.00
Blackpool Trams In Action—1993 £15.00
Blackpool Trams In Action—1994 £15.00

STAFFORDSHIRE FILM ARCHIVE

Feathers In Our Cap—Guy Motors Remembered £14.99

STEAM POWERED VIDEO

Australia's trams In The Sixties £16.95
Commuting by Cable—Melbourne & Its Trams £17.95
Between The Two Wars £16.95
Dider's Day Out £20.95
Melbourne By Tram £14.95
New Jersey's Trolleys £7.95
No Trams To Savoy Street £7.95
Nostalgic Trolley Tour—New York & New England £14.95
Nostalgic Trolley Tour—The Southern States £19.95
Philadelphia Transportation Co. 1930-1969 £17.95
The Singing Wire Vol 1: Traction In Pennsylvania £21.95
The Singing Wire Vol 2: Indiana Railroad 1939-1941 £19.95
Tribute To The ECW £19.95
Trolleys of Boston, MA £19.95
Trolleys of Pennsylvania £19.95
Trolleys of Pittsburgh £19.95

TERMINUS VIDEOS

Avon & Cotswolds Buses £12.95
Back On Track—Sheffield Supertram £7.95
Bristol RE Volumes 1-6 £14.95 each
Bristol RE Volume 7 £12.95
BWS Gunned Volume 3-6 £12.95 each
Buses Around The Sights of London Vol 1 £12.95
Buses Around The Sights of London Vol 2 £12.95
Cambridge & Anglia Buses £12.95
Derbyshire Trolleybuses—The Final Years £5.95
Derbyshire & The North Midlands Vol 3 £14.95
Derbyshire & The North Midlands Vol 4 £14.95
Derbyshire & The North Midlands Vol 5 £14.95
Lancashire North £12.95
Lincolnshire Buses In Camera £14.95
North Midlands Buses In Town & Country £14.95
Northern Bus Vol 1 1993 £8.95
Northern Bus Vol 2 1994 £8.95
Northern Bus Vol 3 1994 £8.95
Routemasters Countrywide Vol 1 £14.95
Routemasters Countrywide Vol 2 £14.95
Routemasters Countrywide Vol 3 £14.95
Sheffield District—Super in Sheffield £14.95
Sheffield Since Deregulation £9.95
Sold For Scrap Volume 3 £12.95
The South Downs Vol 1: 1066 Country £12.95
The South Downs Vol 2: Kent & West Sussex £12.95
Teesside Buses In Camera £14.95 each
Town & City Volume 3-9 £12.95
Town & City Volume 10 £14.95
Town & City Vols 11 £14.95 each
Town & City Vols 12 & 14 £12.95
Tyne-side Buses In Camera £7.95
Warminster & West Wilts Vintage Bus Running Day 1996 £7.95
Wessex Vol 1: 1993 £14.95
Wessex Vol 2: 1996 £12.95
West Country Bus Volume 1: 1992 £12.95
West Country Bus Volume 2: 1993 £12.95
West Midlands Buses Vol. 1 £12.95
West Midlands Buses Vol. 2 £12.95
West Yorkshire Buses In Camera Vol 1 £12.95

TRAM CRAZY

Blackpool Tram Video Magazine Vol. 1 Summer 1995 £13.00
Blackpool Tram Video Magazine Vol. 2 Autumn 1995 £13.00
Blackpool Tram Video Magazine Vol. 3 Winter 1995 £13.00
Blackpool Trams In Action Vol. 1: 1992 £15.00
Blackpool Trams In Action Vol. 2: 1993 £15.00
Blackpool Trams In Action Vol. 3: 1994 £15.00

TUA FILMS

Leicester Trams £15.25

DEPT B398, DPR MARKETING & SALES, 37 HEATH ROAD, TWICKENHAM, MIDDLESEX TW1 4AW, UK

E-mail: paulray@globalnet.co.uk

OPEN MONDAYS-FRIDAYS 9.30am-5.30pm — SATURDAYS 9.30am-5.00pm. TELEPHONE: 0181-891 3169

(‘Ansaphone’ outside office hours)

WHYNOT VISIT OUR SHOP TO SEE OUR COMPLETE RANGE OF BOOKS & VIDEOS ON AIRCRAFT, BUSES & RAILWAYS

WHY NOT FAX YOUR ORDER THROUGH TO US ON 0181-891 2960 (6am-midnight GMT).

POST/PACKING. Books/videos – UK customers please add 10% (min £1.50), max £3.00, orders over £30.00 value post free. Overseas: Europe add 15%, min £5.00; rest of world add 40%. Airmail, Surface 20% of order minimum £7.50. Payment: Access/Eurocard/Mastercard/Visa/Amex, Diners Club/Switch. THE EXPIRY DATE MUST BE STATED WHEN SENDING OR PHONING ORDERS. SWITCH MUST GIVE ISSUE NUMBER. Cheques payable to DPR Marketing & Sales on a UK bank with full details of cheque guarantee card. Postal Giro account No 312 4657 plus £3.00 surcharge.





AUTO MODELS

The Collectors Corner, Evans Yard, Bicester, Oxfordshire OX6 7JT

Tel: (2 lines) 01869 323252 - Fax: 01869 324242

Late night phone lines Thursday till 9 p.m.

OPEN 6 DAYS

MONDAY - SATURDAY

8.30 a.m. - 5.30 p.m.



POST & PACKING FREE
OVERSEAS AT COST

Code Description Due RRP Price

CORGI OO RELEASES JANUARY TO MARCH 1998

BLACKPOOL

40309 Burlingham Seagull Coach
Seagull Coaches Mar £12.99 £10.99

LONDON SCENE

43106 Leyland Lynx Mk 1 London
United Jan £13.99 £11.99

42713 Van Hool Alizee Clarkes of
London Jan £13.99 £11.99

42810 Dennis Dart Orpington Buses
Feb £13.99 £11.99

NATIONAL EXPRESS

42714 Van Hool Alizee Eurolines Feb £13.99 £11.99

43302 Plaxton Premiere Express
Shuttle (with poseable wheels) Mar £14.99

£12.99

GO-AHEAD GROUP

42809 Dennis Dart VFM Jan £13.99 £11.99

43301 Plaxton Premiere Oxford City
Link (poseable wheels) Mar £14.99 £12.99

STAGECOACH

43701 Leyland Lynx Mk II Stagecoach
Transit Mar £13.99 £11.99

FIRST BUS

43402 Plaxton Beaver Stagecoach
Manchester Mar £12.99 £10.99

43108 Leyland Lynx Mk I Beeline Mar £13.99 £11.99

FOCUS ON WALES

40307 Burlingham Seagull Coach
N&C Mar £13.99 £11.99

CELTIC COLLECTION

42506 Bedford OB with quarterlights
(Loch Tay Trundler) Jan £12.99 £10.99

42907 Optare Delta Edinburgh
Transport Jan £13.99 £11.99

41501 AEC Breakdown Lorry
MacBraynes Feb £12.99 £10.99

SPECIALS

42715 Van Hool Alizee, with Air
Conditioning Mar £12.99 £10.99

Set of Sixteen Models £220.84 £185.00

KITS

95400 Bus Garage £6.99

44901 Bus Station £6.99

CORGI 1st 1/2 YEAR RELEASES 1998

CONNOISSEUR CLASSICS

16102 Scammell Highway Man
Crane Southdown SOLD OUT

35304 Bedford Val Coach Smiths
Tours (Shearings) Mar £27.49 £22.99

35007 AFC Routemaster RM1818
London Transport Apr £29.99 £24.99

35008 AEC Routemaster Stagecoach
Jun £29.99 £24.99

35101 AEC Routemaster Bus
Open Top RM94 STK £27.49 £22.99

31804 Bus Depot Kit STK £9.99 £8.99

OOO

Stock List

97836 PSI EAST YORKSHIRE £11.99

97839 PD1 Eastern Counties £11.99

97855 Bristol LS6G United Auto £11.99

97869 Bristol Lincs Road Car £11.99

97902 AEC Reliance PMT £11.99

97903 Leyland Loch Swilly £11.99

97904 AEC Reliance Leicester £11.99

97905 Leyland Leopard Safeway £11.99

Code Description Due Price

97095 Lancashire Holiday Set £23.99

40202 AEC Reliance BEA £11.99

40306 Seagull Happiways £11.99

40308 Seagull Ribble £11.99

40405 Regent Grimsby £11.99

42504 OB Crosville £8.39

42505 OB Malta £11.99

42201 T/Wagon Birmingham £8.49

42603 OB Hants & Sussex £11.99

42801 Leyland Breakdown Ribble £11.99

42802 Dennis Dart Eastern National £8.69

42804 Dennis Dart Stephensons £11.99

42806 Dennis Dart London Bus Lines £11.99

42807 Dennis Dart Beeline £8.69

42706 Van Hool Eavesway Travel £11.99

42705 Van Hool OK Travel £11.99

43103 Leyland Lynx City Line £11.99

43104 Leyland Lynx Nottingham City £11.99

CORGI

Stock List

91922 Plaxton Greenline £9.99

97001 AEC Regent PMT £10.99

97020 AEC Regal Wyke Valley £14.99

97050 Open Top Regent Set £25.49

97064 Blackpool Set £24.99

97078 OB Set Corkhills to Kasteel £28.99

97107 OB Murgatroids £14.99

97175 Seagull Don Everall £15.99

97178 Seagull Coliseum £16.99

97193 AEC Regal Carney £14.99

97194 AEC Regal Hardings £14.99

97823 Daimler Blue Bus £14.99

97824 Daimler Birmingham £25.99

97825 Daimler Bunwell & District £15.99

97826 Daimler Manchester £25.99

97828 Daimler Rochdale £25.99

97830 Daimler Scout £15.99

97875 Bristol K Cardiff £23.99

96990 AEC Set Southall £20.99

96995 Ian Allan Set £19.99

33801 OB Tiffield Thunderbolt £16.99

34901 Tiger Manchester £19.99

35201 Daimler LT Greenline £24.99

35302 Bedford Val Magical Mystery Tour £23.99

36501 Bartons Set £29.99

AMERICAN

Stock List

98460 Yellow Coach 743 New York Worlds Fair £16.99

98464 Yellow Coach 743 Burlington Trailways £16.99

98465 Yellow Coach 743 Burlington Trailways £16.99

98467 Yellow Coach New Jersey £16.99

98468 Yellow Coach Champlain £16.99

98469 Yellow Coach Greyhound £16.99

98470 Yellow Coach Silverside £16.99

98472 Yellow Coach WAC £16.99

54001 GM4506 Surface Transportation £26.99

54004 GM4507 New York £26.99

54005 GM4502 Public Services £26.99

54008 GM4502 San Francisco £26.99

Code Description Due Price

54009 New England Transport £26.99

54011 GM4507 Lionel City £26.99

54101 GM4509 Greyhound Lines £26.99

54102 GM 4509 Red Arrow Philadelphia £26.99

54104 GM4509 Peerless Stages £26.99

54106 GM4509 New Haven £26.99

54010 GM4505 Chicago Motor Co £26.99

54006 GM4507 Wabash Railway £26.99

54012 GM4506 Greyhound Lines Dog & Target £26.99

54302 GM5301 Fishbowl Lionel City Transit £29.99

54404 Lionel City Fishbowl £29.99

54502 GM5301 Pennsylvania Railroad £29.99

54504 GM5301 Santa Monica Fishbowl £29.99

54604 GM5303 Philadelphia £29.99

53901 Yellow Coach 743 Union Pacific £26.99

53902 Yellow Coach 743 Lionel Bus Lines £26.99

53904 Yellow Coach 743 Lionel City Bus Lines £26.99

53907 Yellow Coach 743 Baltimore & Ohio £26.99

53903 Yellow Coach 743 Eastern Michigan £26.99

55002 P.P.C. Street Car San Francisco £29.99

54004 P.P.C. Street Car Lionel City £29.99

CORGI COLLECTION

91760 London Routemaster Bus £5.99

32401 R/M Guide Friday £5.99

32301 London Routemaster Bus £5.99

32601 Plaxton Coach Bluebird £10.99

32602 Plaxton Coach National Express £10.99

PROPOSED EFE RELEASES

February

22705 Alexander Y Type 'Lothian' £10.45

20414 Bristol VR II 'Heddingham' £10.45

24307 BET 'North Western' £10.45

24401 Alexander Fleetline LT OMO' £10.45

16114 Leyland PD2 HB 'Newcastle' £10.45

20620 Dennis Dart 'Maidstone & District' £10.45

23603 Bedford TK Luton 'Pickfords' £10.45

16514DL Leyland Atlantean 'Stevensons' £10.45

EFE

Stock List

19707DL Regent West Yorkshire £10.45

20004DL PD2 Sunderland £10.45

20604DL Plaxton Yorks. Terrier £10.45

14901 Leyland National Yorks City £10.45

16112 PD2 Stockbridge £10.45

18203 Daimler Blue Arrow £10.45

18603 Bristol VR O/T East Yorkshire £10.45

19404 Atkinson Artic Kraft £10.45

20615 Plaxton Thamesdown £10.45

20902 PSI Windower Hebble £10.45

22004 Bedford Artic Vladimir Vodka £10.45

22505 Alexander Y Type Venture £10.45

22703 Alexander Y Type Road Car £10.45

22904 Bedford Short Goldenlay £10.45

22906 Bedford TK Wagonwheels £10.45

23701 Alexander Fleetline Trent £10.45

23702 Alexander Fleetline E. Yorkshire £10.45

24301 BET Premier Travel £10.45

10110DL AEC Taylor Woodrow £10.45

Code Description Due Price

10806DL AEC Roses Limejuice £10.45

10902DL Lord Rayleighs Farm £10.45

10903DL LPG Tanker £10.45

10905DL AEC Box Van Welchs £10.45

12003DL AEC Taylor Woodrow £10.45

12103 Cavalier Hebble £10.45

12106DL Harrington Valiant £10.45

12204DL Harrington Orange Luxury £10.45

13905DL Lodekka Cambus £7.99

14202DL Lodekka Midlands General £10.45

15703DL Plaxton East Kent £10.45

15704DL Plaxton Abbots £4.99

15705DL Sheffield United Plaxton £10.45

15706DL Plaxton Greyhound £4.99

15803DL PDI East Midlands £10.45

15901DL PDI Leicester £10.45

18305DL T58 Tiger East Midlands £10.45

19804SB Orion 1984 Showbus £9.99

19805DL Daimler West Midlands £10.45

12106 Cavalier Valiant £10.45

12803 Atkinson Aaron Henshall £10.45

13101 Atkinson Dents of Spennymoor £4.99

15704 Plaxton Abbots £10.45

16103 PD2 Highbridge Crosville £18.99

16110 PD2 Liverpool Corp. £7.99

16206 MW Lincolnshire £10.45

16211 Bristol MW Morris Bros. £10.45

16310 LS Eastern Counties £9.99

16308 Bristol LS Lincolnshire £5.50

18711 Bedford Vega Bolton £10.45

19303 Parkinsons Artic £10.45

19403 AEC Box Van Monks £10.45

19501 Artic Hoover £10.45

19707 Regent V West Yorkshire £10.45

20003 Orion Bolton Transport £10.45

20109 OB East Yorkshire £10.45

20112 OB West Yorkshire £10.45

20113 OB SUT £10.45

22002 Bedford TK Wavy Line £10.45

22003 Bedford TK VG Stores £10.45

22102 Artic Box McKinnons £10.45

22103 AEC Ergo R. Whites £10.45

22203 TK Artic SGB £10.45

22504 Alex. Y Stratford Blue £10.45

22601 AEC Ergo Spiers £10.45

22602 AEC Ergo Artic BRS £10.45

22901 TK BRS Southern £10.45

LLEDO

LAD1002 Lledo 15th Anniversary Display Cabinet of
DG15 Components £64.99

BC1006 Lledo Plinth London Bus Collection £31.99

DG 15037 Schwegges Regent Double Decker £4.25

SP49 (555) Neals D/Decker £2.99

49019 MDM Tussauds £2.50

68006 7 UP £3.50

LLEDO 1st 1/2 1998 RELEASES

DG 15038 AEC Regent

Nestles Milk (Jan) £5.99 £5.25

SL49000 AEC Renown RAC (Jan) £5.99 £5.25

DG49020 AEC Renown Golden Shred(Jun) £5.99 £5.25

SEEROL

Seerol Buses Double Deck White Now Only £3.99

NEW

Exclusive
First
Editions

RELEASES FOR FEB 1998

1:76 Scale/00 gauge precision diecast models



22705 Alexander Y-Type LOTHIAN

Another attractive Scottish livery, this time from Lothian Region Transport of Edinburgh. On route 45 to Juniper Green, MSF 122P, fleet number 122, shares its colour scheme with the Edinburgh Alexander Atlantean released earlier in the year, but carries its own detailed crest on its sides.



20414 Bristol VR III HEDDINGHAM

On route 88 to Halstead, this VR III is a member of the largest fleet of VRs in the country. STW 30W, fleet number L255, is often used on school services as depicted by the board left in its front window and is sure to be of interest to all collectors.



24307 B.E.T. Style Bus. NORTH WESTERN

In an alternative livery with the addition of a black roof, this North Western B.E.T. with AEC Reliance chassis, is seen here on route 159 to Woodhouses. RDB 871, fleet number 871, has been much requested and as such is sure to be in great demand.



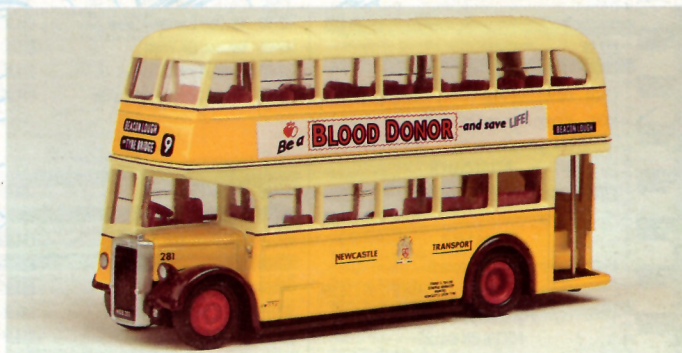
23603 Bedford TK Luton PICKFORDS

After the huge demand for our first Pickfords Luton TK, Exclusive First Editions are proud to offer the collector 470 EYO, decorated in an older style livery than the last issue. We strongly recommend an early order to avoid disappointment as these models are very popular.



24401 Alexander Fleetline London Transport

Seven Bournemouth open-top Daimler Fleetlines entered service with London Transport in 1977 to be used on sight seeing services and were awarded the designation DMO, CRU 182C, DMO 1, carried the name Stockwell Princess too. With its roof in place for less clement weather and pictures of famous London landmarks on its sides, this highly detailed reproduction is set to be a very popular model and an early order is strongly recommended.



16114 Leyland PD2 Highbridge NEWCASTLE

In the distinctive yellow and cream livery to compliment our Alexander Atlantean, this PD displays an unusual advert for blood donation, a message which remains relevant today. NBB 281, fleet number 281, is on route 9 to Beacon Lough via the Tyne Bridge.



20620 Pointer / Dart Maidstone & District

This attractive Kent based fleet continues to attract stong interest in model form and as such the fleet expands once again this month to include the Pointer / Dart. J467 OKP, fleet number 3467 is on route 297 to Tenterden and is decorated in a modern livery with intricate striping on its sides.



16514DL Leyland Atlantean STEVENSONS

The unique yellow and black livery of Stevenson's is featured again in our De-Luxe series on the Leyland Atlantean. 204 BTP, fleet number 14, is en route to Burton via Tutbury. Carrying new adverts for Marston's Ales and Midshires Building Society, this colourful Leyland makes a fitting partner to last months RTL.

Keep up to date with all our model release information by joining our Subscription Service for an annual U.K. fee of £4.

Send stamps, cheque or postal order to:

Exclusive First Editions, P.O. Box 172, Milton Keynes, MK11 3JE